A SERIES

—OF—

. . NINE LETTERS . . .

ENTITLED

The St. Germain Revelations,

TOGETHER WITH

Individual Expressions of Opinions

In reference to his Contributions to the Toronto *Daily Globe*, *Leader and Recorder*, North Toronto, "*The Tribune*," Toronto Junction, and the Kingston *Daily Whig*. Also the Opinions of the Press in relation to Mr. St. Germain's Letters that have been written for the papers above named.

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INTRODUCTORY.

These Letters have been Reprinted in consequence of the Editions of the Newspapers, in which they first appeared, having been all disposed of, and there being a demand among the citizens of North Toronto, and the Non-Resident Lot-Owners, for a Pamphlet containing all the Letters which have thus far been written by Mr. St. Germain, in reference to the Metropolitan Railway Company, the York County Council, and the Railway Committee of the Ontario Legislature. It is to be hoped that the Letters will be carefully read by all to whom they will be sent, and that the Citizens and Non-Resident Lot-Owners of North Toronto, will assist in furnishing information for the Investigation that is to take place before the Commission soon to be appointed.

A Revelation

Of Affairs in the Town of North Toronto.

To the Editor of THE LEADER AND RECORDER.

MY DEAR SIR,

I know that you feel it your duty to expose all wrong-doings in connection with the Councils within the County of York, and you have not even overlooked the misdoings of the County Council. Therefore, I claim your assistance in giving publicity to a brief review of transactions in which the old County Council of York were concerned in granting to the Metropolitan Electric Railway Company an additional fifteen years' franchise through the town of North Toronto, just as the members thereof were about retiring from office, to give place to a Council to be elected, under the new system adopted. The result of the action of this expiring Council was a Protest of the Town of North Toronto against the passing of any by-law or execution of any agreement which may extend the franchise of the Metropolitan Street Railway Company beyond the period to which they would originally have been entitled under by-laws and agreements existing previous to 1894. The Town Solicitors (Messrs. Bull & Werrett) were then instructed to commence legal proceedings forthwith, and the late Mayor, John Fisher, Esq., obtained the following Opinion from Christopher Robinson, Q.C.:—

TORONTO, Dec. 2nd, 1896.

"I have considered the question submitted to me as to the right of the County of York, by their By-Law recently passed to extend the time for the completion of the Metropolitan Street Railway to Richmond Hill, from 20th November, 1896, the time allowed by the county by-law, passed on the 30th November, 1895, to the 31st May, 1897."

"By by-law 712, passed on 6th February, 1896, the County abandoned Yonge Street, as they were authorized to do, to the different Municipalities through which it runs; and this by-law, as I understand, has come into force."

"It seems sufficient to say that I think it at least doubtful whether, after such abandonment, the County has any power to grant the extension. The position of the Railway, and the authority over it since the abandonment, not having been provided for, will, it appears to me most probably require to be settled by Legislation; and, it would be advisable, I think, in the meantime to obtain the opinion of a Court as to the validity of the recent by-law and agreement by the County, which on its face seems clearly to intimate a doubt as to their jurisdiction."

"(Signed), C. ROBINSON."

This Opinion encouraged the North Toronto Council, through ex-Mayor Fisher, to authorize their Solicitors to enter the Suit in Court, which has been supposed, all along, to have been done.

In the meantime, between Mr. Robinson's Opinion, given on 2nd December, 1896, and the meeting of the Local Legislature in February, 1897, the Metropolitan Street Railway Company were preparing their Bill, praying that an Act be passed providing for certain Amendments to the Acts relating to the Company, and for an extension of the powers of the Company. Before the Railway Committee of the House had this Bill presented to them for consideration the Metropolitan Railway President and Manager, approached the Committee appointed by the North Toronto Council, and assured them that if they would not offer any opposition to the Bill of the Company, they should have a reduction made in the price of

tickets on their line of railway. It is asserted by three North Toronto citizens who happened to be present when the Metropolitan Railway Bill was before the Committee of the House that the Committee of the North Toronto Council were not making much effort to defeat the Franchise Clause of the Bill that affected North Toronto, and it was even asserted by one of the Town Councillors, (who was on that Committee) that one of his fellow-members had been "hob-nobbing with the other side, and that the town had been sold," which has, undoubtedly, left the impression on the minds of the friends of North Toronto that there were "some mysterious influences at work."

Some four or five weeks ago a paragraph appeared in two local papers and one city paper, to this effect:—

"The North Toronto Council has abandoned the Suit against the Metropolitan Railway Company."

As the Council had not authorized any of its members to give such information to the Press; and, had not then determined to abandon the Suit, but, on the contrary, up to the time of receiving the report of the Special Committee (which was appointed to interview Mr. Christopher Robinson, Q.C.), determined to proceed with the Suit.

After reading the announcement in the suburban and city papers that the Suit was abandoned, I was more than surprised, and on meeting two or three of the Town Councillors I asked them if they had seen this startling piece of local news? They replied at once that it was a barefaced falsehood, and had been handed out of the Metropolitan Electric Railway power house, first to the York Gazette and then echoed through the columns of the Toronto World, until the sweet and comforting morsel of news, to the Metropolitan Railway Company, was spread far and wide, both by word of mouth and by the Press; principally, however, were the "glad tidings" disseminated through the Press, and otherwise by personally interested parties.

When the above false statement was concocted by the "interested parties" referred to, and handed out to their two favorite papers, the York Gazette and Toronto World, for publication, immediately thereafter I was approached on two separate occasions, by two gentlemen, neither one of whom did I suppose at the time was in collusion with the other, in the two business transactions they wished me to invest a few thousand dollars of my capital in, in the following way, namely: one of the two gentlemen invited me to join with him in a contract, and become responsible for $25,000, and the other gentleman wanted me to buy his $2,000 worth of Stock (at a reasonable discount), in the Metropolitan Railway Company, and twelve thousand dollars worth of land in Glen Grove, North Toronto, at one time belonging to the Metropolitan Railway Company, both which enterprises, before witnesses, I consented to embark in, provided I was legally and safely secured in the first named undertaking, and as to the second transaction I would expect the title to be made perfect to the railway stock and land. I investigated, along with the Solicitors of the owner of the Metropolitan Railway Stock and Glen Grove Land, and negotiations were broken off on this deal on account of the Metropolitan Railway Company commencing negotiations themselves to buy the same stock and land instead of me doing so. In the matter of becoming associated in the Contract for the Extension of the Metropolitan Railway from Richmond Hill to Newmarket, the gentleman with whom I was to be associated in the work accompanied a friend of mine to Z. Lash, Esq., of the firm of Blake, Lash & Cassel, Solicitors, in my behalf, and explained to him that I had been offered a joint interest in the Contract for the Extension of the Metropolitan Railway to Newmarket, and that the Road was to be completed for the 1st July, 1897. Mr. Lash listened to this "supposed" Contractor's statement, as to what he was prepared to do in connection with the Contract with the Metropolitan Railway for the Extension of its Road to Newmarket, and he said that his estimates were all made out for the Materials and Plant to go on with the Work of Construction, and that he knew perfectly well that we would complete the Contract satisfactorily to all parties concerned. Mr. Lash then instructed this gentleman to go on forthwith and make his arrangements with the Bank, and that after I was safe-guarded in every possible way as a partner in the Contract, that I would be promptly called [illegible] to put up the first $25,000 to carry

means the work. In the meantime I bestirred myself to find out exactly how matters stood in order to ascertain the exact position of things, to know how my outlay of money on the Contract would be secured, and returned to me, without interest, along with a half share of the profits, should there be any profits to share. This offer was made to me to take a half interest in the Contract for the Extension above referred to with a gentleman who is an old and confidential friend of Charles D. Warren, Esq., President, and Robt. Jenkins, Esq., Secretary of the Metropolitan Railway Company, and although I was approached on the 19th of April last to enter the Contract above named, and for me to become jointly responsible with the gentleman referred to, and have all the work, according to Contract, completed and the cars running on the 1st of July next,—strange to say this "supposed" Contractor did not put in an appearance either to my friend, who introduced him to Mr. Lash, nor did he call on Mr. Lash again up to the 15th of May last; and I met him on the street, at a distance, for the first time since he called at my residence, accompanied by my friend, on the 20th of April last; he noticed me and honored me with a polite bow, as I passed by in my vehicle. Dominion Day is quite near, and no work yet commenced on the Extension of the Road from Richmond Hill to Newmarket! And Jno. W. Moyes still the hustling Manager of the M.R.C. and "supposed" Contractor!! Was the delay in proceeding with the Extension of the Road to Newmarket caused by the litigation "supposed" to have been commenced by the North Toronto Council against the Metropolitan Railway having a fifteen years' additional franchise tacked on to the already nineteen years' franchise through our town, without toll, a percentage of its earnings, or any other expenses whatever charged against it for right of way over Yonge Street, two miles and three-quarters in length through the town? For this free-will offering to this grasping railway corporation, we have the unspeakable privilege afforded us of paying two fares for a little lift through our town on an electric railway, on a straight road the short distance above mentioned. Then after leaving the Metropolitan Railway, at the end of a three and a half miles ride into the city,—should we go on a city street car—we are subjected to a third fare! No wonder that the few citizens left in North Toronto are incensed with such treatment meted out to them. Poor mechanics and laboring men who have to trudge, feet sore, from York Mills and Bedford Park to Glen Grove to catch the car going into the city, have to pay their one fare on the Metropolitan, and these same cars pass them on their way to Glen Grove, but the poor people are not privileged to ride the additional mile unless they fork over a second fare. School children on their way to city schools, and who live in the north end of the town, must hand over to the conductor two school fares or else walk the extra mile to Glen Grove to take the car for the city for *one* fare!! Where else in America is there such an imposition practiced on a patient and forbearing public?

I had intended continuing this subject in this letter and furnishing to the citizens of North Toronto a narrative of the situation that the M.R.C. has placed us in, since the expiring Council of the County of York illegally and heartlessly gave the M.R.C. a fifteen years' longer use of our main street for NOTHING, and threw the care of Yonge Street, through the town, for the world and his wife to use without let or hindrance, giving us the privilege of keeping the public highway in repair at our own expense, but when I see the length of my present effort, I must now close, wondering why Mr. Moyes did not join me in that Contract to make the Extension of the Metropolitan Railway to Newmarket. His object surely could not have been to have me muzzled. I told him my reason for joining him in the Contract would be to endeavor to secure for my fellow-citizens a one fare rate in the town at least, if it becomes impossible to get the concession of one fare into the city, including transfers.

A. H. St. GERMAIN.

North Toronto, 1907.

NORTH TORONTO.

The St. Germain Revelations

Of the Inside Doings of the Metropolitan Railway Company's Accomplished and Wide-awake Lobbyist, Assisted by his Innocent Dupes.

LETTER NO. 2.

To the Editor of THE LEADER AND RECORDER.

MY DEAR SIR,—As a heavy rate-payer and citizen of North Toronto I return you my sincere thanks for having opened your columns, in the last issue of your paper, for the insertion of my Letter, entitled—"Revelation of affairs in the Town of North Toronto." I also was requested, on the part of hundreds of residents and non-resident lot-holders of North Toronto, to convey to you their heart-felt gratitude for the invitation you have extended to me to turn the searchlight of truth upon the persons who have been directly and indirectly responsible for the shameful condition of affairs the citizens of Toronto's northern suburb find themselves confronted with at the present time.

I have made a promise to the principal property holders—resident and non-resident—of North Toronto, to expose the inside doings of the Metropolitan Railway Company's accomplished and wide-awake lobbyist, and his innocent dupes. I now proceed to fulfill my obligation in this respect, and to furnish a connected and comprehensive narrative of the situation we have been placed in through the action of the York County Council, in November last, on the eve of its members giving up the ghost, to make way for the election of a fresh set of Councillors under the new system adopted.

Now, in order to review from the beginning this nefarious transaction, on the part of the Metropolitan Railway Company, of wresting from the Town of North Toronto a valuable franchise, and not receiving anything in return therefor, I will have to start from the November Special Session of the County Council of York, in whose minutes of proceedings, as printed, I find the following reference as to what was done on the occasion of the introduction and and passage of the Resolution,—"That the Council resolve itself into Committee of the Whole to hear the representatives of the Metropolitan Street Railway re extension of time for the completion of their railway to Richmond Hill;"—Messrs. C. D. Warren, Harrison, Renwick, the M. R. C. Solicitor, C. C. Robinson, the County Solicitor, and four other gentlemen were allowed to address the Committee, after which the following Resolution was adopted:—

"*Resolved*, That the Metropolitan "Street Railway Company be granted "an extension of time to build and "operate its line as far as the north end "of Richmond Hill Village, and that "the Committee on By-laws and Legislation be instructed to bring in a By-"law extending such time until May "31st, 1897, such By-law and any agree-"ment that may be executed in pur-"suance thereof to contain a provision "that in case it should be held by any "Court of Competent Jurisdiction that "this Corporation has not the power to "grant such extension, then the said "Company shall have no claim against "the County, but the same shall be "construed and accepted as conferring "on them such privileges and powers "as this Corporation has power to "grant, such By-law and agreement to "contain such further conditions and "provisions as to the Council may seem "proper."

Two of the North Toronto Councillors (who then had seats in the old County Council), moved immediately after the above Resolution was disposed of,—"That it being distinctly understood that the passing of the above "By-law shall not operate to extend the "franchise of the said Company in so "far as the present line extends, namely—from the Canada Pacific Railway "Crossing to the present terminus of "said Railway (at York Mills Hill.") As this amendment was lost the Reeve, and the two Deputy Reeves, introduced to the Council the following Protest of the Town of North Toronto, against the passing of By-law No. 736, and which reads as follows:—

"The members of the County Coun-"cil, representing the Municipal Cor-"poration of the Town of North To-"ronto, hereby protest against the "passage of any By-Law, or the execu-"tion of any agreement, which may

"extend the franchise of the Metro-
"politan Street Railway Company be-
"yond the period to which they would
"originally have been entitled under
"By-law and Agreements existing pre-
"vious to 1894, on the following
"grounds:—That two and three-quarter
"miles of Yonge Street are situate
"within the limits of the Municipal
"Corporation of the Town of North
"Toronto, and will have to be main-
"tained entirely by the Town; that
"by previous agreement, confirmed
"by special legislation, the control of
"the Metropolitan Street Railway Com-
"pany is left in the hands of the
"County Engineer, and not of the
"Engineer appointed by the Town;
"that the rates of fares which the
"various agreements entered into (be-
"tween the County and the Railway
"Company), allow, are in excess of
"what should be allowed to be charged
"by the Railway Company; and on the
"ground that the date at which the
"Lieutenant-Governor-in-Council ap-
"proved of the By-law of the County
"of York abandoning the York Roads,
"and following thereon the date at
"which the City of Toronto passed the
"necessary By-law to abolish market
"fees within the city, and entered into
"the necessary agreement to carry out
"such By-law, the rights of the County
"of York over Yonge Street, in so far
"as that portion of the same passing
"through the Town of North Toronto
"is concerned, ceased; and that the
"County are not from such date en-
"titled to pass any By-law or enter into
"any agreement which might be preju-
"dicial to the interests of the Town
"of North Toronto, or in any way inter-
"fere with the autonomy of the said
"Town in the discharge of its duties
"with regard to running through the
"said town.

I wish to draw particular attention to the fact that when the expiring County Council granted the privileges to the Metropolitan in the extract above quoted, they knew perfectly well, and were legally advised at the time, that their proceeding was illegal, else why did they in their Agreement (giving the extension and franchise to the Company), protect themselves with the proviso—

"that in case it should be held
"by any Court of Competent Jur-
"isdiction that this Corporation
"has not the power to grant such
"extension, then the said Com-
"pany shall have no claims
"against the County, but the
"same shall be construed and
"accepted as conferring on them
"such privileges and powers as
"this Corporation has power to
"grant!"

On the first meeting of the North Toronto Council (after the County Council had outrageously and heartlessly inflicted a gross wrong on a young and struggling municipality), the ex-Mayor Fisher was ordered to instruct the Town's Solicitors to enter a Suit in Court against the iniquitous bequest, conferred by the dying Council of the County of York, on our already overburdened and sparsely populated Town, whose inhabitants became incensed, and expressed themselves as determined to fight to the bitter end to get relieved from the clutches of this soulless and grasping Railway Corporation, who have had their heels upon our necks ever since they laid the first rail upon their track.

Now came the SEVENTY-FIVE DOLLARS' Opinion from Christopher Robinson, Q.C., that ex-Mayor Fisher applied for. When the North Toronto Council read this Opinion they felt perfectly justified—as did every one of their constituents—that it was right and proper to proceed with the Suit, as it was fully understood that the Town Solicitors had, according to directions, in their regular order of business, duly entered the Suit.

Just here will be a very suitable place to again quote the SEVENTY-FIVE DOLLARS' Opinion, and which will keep up the connection between what had been done by the County Council in November last and the getting of the following Opinion from Christopher Robinson, Q.C.:—

TORONTO, Dec. 2nd, 1896.

"I have considered the question submitted to me as to the right of the County of York, by their By-Law recently passed to extend the time for the completion of the Metropolitan Street Railway to Richmond Hill, from 30th November, 1896, the time allowed by the county by-law, passed on the 30th November, 1893, to the 31st May, 1897,

"By By-law 712, passed on 6th February, 1896, the County abandoned Yonge street, as they were authorized to do, to the different municipalities through which it runs; and this by-law, as I understand, has come into force."

"It seems sufficient to say that I think it at least doubtful whether, after such abandonment, the County has any power to grant the Extension. The position of the Railway, and the authority over it since the abandonment, not having been provided for, will, it appears to me most probably require to be settled by Legislation; and, it would be advisable, I think, in the meantime to obtain the Opinion of a Court as to the validity of the recent By-law and agreement by the County, which on its face seems clearly to intimate a doubt as to their jurisdiction.

(Signed), "C. Robinson."

When the Local Legislature met in February last, the Metropolitan Company were busy getting their Bill ready for presentation to the Railway Committee of the House, and the North Toronto Council had appointed their Committee to be present when the Metropolitan Company's Bill came up for consideration. As I said in my Letter published last week, in The Leader and Recorder, the President and Manager of the Metropolitan Company approached our Committee, and assured them that if they would not offer any opposition to their Bill we should at once have a reduction made in the price of tickets on their line of railway. It is admitted by all who were present while the Bill was being discussed before the Committee of the House that our Committee was exceedingly docile and teachable, and even the M. R. C.'s indefatigable lobbyist smiled complacently while he was associating with one of our Committee, who was constantly hob-nobbing with the promoters of the Bill. When Premier Hardy was waited upon a few weeks ago by a Committee of the North Toronto Council, to get relief or redress, he bluntly told them that they and their advocates were napping while they were before the House Committee, and that if they had been half awake, and had done the kind of lobbying their opponents did they would not now be mourning over their lost opportunities!! This is a sad commentary on the way business is rushed through the Local Legislature, and an admission on the part of Mr. Hardy that good and smart lobbying usually carries the day!!!

It is a noteworthy fact that while the Parliamentary Committee, who did this business so acceptably for the M.R.C., number *sixty-eight*, only four of that Committee were deputed to hear the arguments—pro and con—and when the vote was taken the other members of the Committee were brought in from an adjoining room, like *innocent* sheep "to go it blind,"—or else that they had everything cut and dried for them beforehand; and, the latter must have been, undoubtedly, the case, for the Metropolitan's friends were offering to bet two to one that the vote would go in favor of the Metropolitan, as it was pretty well understood the day before the vote was taken, that the majority of the Committee were "fixed," and it was known a day ahead how the majority would vote!

This is meting out Justice with a vengeance, in the year of Jubilee, to her Majesty's truly dutiful and loyal subjects by our Local Legislature!

I did hope to finish the narrative of the situation that the Metropolitan Railway has placed the few remaining citizens of North Toronto in; but I find from the length of this letter, that I will have to say as the story-writer says:—"To be continued in the next paper."

A. H. St. Germain.

North Toronto, 1897.

The Swindled Town OF NORTH TORONTO!

A Continuation of the St. Germain Revelations

Of the Shameful Way in which the Metropolitan Railway Company (aided by a Dying County Council and the Ontario Legislature), have Swindled the Young and Helpless Town of North Toronto, out of a Fifteen Years' Franchise, without Toll, Percentage of its Earnings, or any Compensation Whatever!!

LETTER No. 3.

To the Editor of THE LEADER AND RECORDER.

MY DEAR SIR,—In my last letter I promised to furnish you with a connected narrative of the unpleasant situation we have been placed in by the Metropolitan Railway Company, (aided by a dying Council, and the Ontario Legislature.)

I have a knowledge of all the incidents that have occurred since the Special Session of the York County Council was held in November last; and, at which meeting the iniquitous and heartless conduct of its members was manifested in a most outrageous and CRIMINAL manner, by their committing a robbery, in bare-faced ly giving to a soulless and disgustingly selfish Railway Corporation the right of way over Yonge street—two and three-quarter miles through North Toronto—without toll, percentage of their earnings, or any compensation whatever from the Monopolists who have wrested from us our Highway. And, remarkable to relate, this self-same County Council did, during their year's life, abandon Yonge street to the different municipalities through which it runs; and after such abandonment it had the audacity to grant to the above named Vampire Railway a *fifteen years'* additional franchise—tacked on to their already unexpired nineteen years' franchise—making in all *thirty-four* years' license for this Hoggish Corporation to be indulging in their extortionate exaction of two fares, amounting to *seven cents*, for an insignificant ride in any one of their three worn-out, ramshackle, musty and extremely odious old cars, a distance of three miles and a half, on a straight road, between York Mills Hill and the C.P.R. crossing, the terminus of the Yonge Street City cars' track.

This very County Council, above referred to, knowing perfectly well, as they did, that they had, on the 6th of February, 1896, abandoned Yonge Street, and their by-law was in force,—yet, notwithstanding their knowledge of this fact, nine months thereafter they cruelly, recklessly, and illegally inflicted a gross and palpable wrong on a young and struggling municipality, with a sparse population, and overburdened already with excessive taxation. The same high rate of taxation too, please remember, was brought about by the Metropolitan Railway Company having been instrumental in getting the territory between Mount Pleasant Cemetery on the South, and York Mills Hill on the North, together with three thousand feet on either side of Yonge Street—East and West—incorporated, and now known as the Town of North Toronto, with the proud boast of having a Mayor, a Reeve, two Deputy-Reeves, and seven Councillors,—with an Electric Light Plant, for which luxury the first infantile Council the new Town gave birth to expected to be so flush of Cash, or that their Credit would be A No. 1, in any one of the Banks of the City, that they felt justified in exhibiting an unbounded liberality towards the Metropolitan Railway, by commanding a vote to be taken of the citizens within the Town limits and the non-resident lot owners, at an election held to determine whether the Electric Light Plant should be bought from Charles D. Warren, Esq., then, as now, President of the Metropolitan Railway Company, and Nicholas Garland, Esq., then one of the Stockholders of the said Company. After holding the election the vote resulted in favour of giving *three thousand dollars* for *a good-will* to use Electric Light on Yonge Street, between York Mills Hill and the C.P.R. Crossing, together with simply a number of unsightly Poles at very irregular and ridiculous distances apart from each other, extending from the North side of

Mount Pleasant Cemetery to York Mills Hill,—with a single wire, stretched from pole to pole, two miles and three-quarters—the distance that it is from the North side of Mount Pleasant Cemetery to York Mills Hill. In making a settlement with the gentlemen above named, for their Electric Light Business already described, the Town Council, expecting to be so abundantly supplied with the needful that they would be in receipt of, for taxes to become due, the majority of the members assumed the grave responsibility of disregarding the vote given by the electors [to pay only *three thousand dollars* for the whole Electric Light Plant —and innocent-like (as they must have been)—they illegally paid *one thousand dollars* more than was voted to be paid. At the time these *four thousand dollars* were paid for this Plant, experienced and reliable valuators, who had carefully examined and determined upon the value of the property, concluded that *twelve hundred dollars or, fifteen hundred dollars* at the very most, was all that should have been paid for the "whole business." Don't forget, in this connection, that the same parties who unburdened themselves with their inexpensive Electric Light Plant, and therefore relieved us of *four thousand dollars* were the *considerate* stockholders and *pretended* friends of the Town, who have loaded us down with a heavy debt of some sixty thousand dollars for a Water Works System. In referring to this Water Works affair, our citizens will remember that when the agitation was commenced to have a water supply, the Metropolitan Railway Company were erecting their Power House, and were about changing their Horse Service on the street cars to Electric Motor Service, and the owners of the M.R.C. demanded of us concurrence in the establishment of Water Works so that their wants could be supplied in this particular. And lo, and behold! no sooner had the Town Council courteously acceded to the wishes of the Metropolitan Railway Company than they constructed a Water Works System of their own and have never contributed one dollar towards interest or principal of the heavy debt they were almost solely instrumental in placing us under.

I call especial attention to the startling announcement that the first and only President of the Metropolitan Railway Company has had an indefatigable man "Friday," in the person of Mr. Jno. W. Moyes, to do all his describable and indescribable manœuvres to bring about their desired object, regardless of the sacred rights and interests of the residents of the Town and non-resident lot-holders. It was he who perseveringly, and with shrewdness and ability, engineered through the Town Council the preliminaries to bring about an election to decide whether the Electric Light property be bought or not, from the proprietors, and after the decision of the voters to purchase for a specified amount, it was still Mr. Jno. W. Moyes, of several County Councils and Local Legislature lobbying renown, who influenced the majority of the innocent Town Councillors to illegally deliver up, without any compunctions of conscience, another thousand dollars and no questions to be asked—for a word to the wise was sufficient.

This same Jno. W. Moyes received his brief to prosecute to the bitter end, and to muzzle all who would dare raise their voices against the advocates of a Waterworks System for North Toronto, and he moved "the powers that be" to accomplish the task he had taken in hand. The object of his ambition, in this particular, can now be more fully realized by those who have to travel Yonge Street within the Town limits and go through the experience of swallowing their peck of dust, for the want of a sufficient supply of water that the Manager of the M.R.C. thinks ought to be in the well and is not.

This also is the same Jno. W. Moyes, the hustling Manager of the M.R.C., who (at the time that the three Districts —in the vicinity of Bedford Park— voted *sixty thousand dollars* in Bonuses to assist in the building of the Toronto and Richmond Hill Electric Railroad) very dexterously formed an unholy alliance with William Hill, Esq., John T. Moore, Esq., the present Toronto City Counsel, Joseph Gibson and the present Deputy-Reeves and Councillors of the Township of York, and the Toronto World, to remove the competition that this Road would bring the Metropolitan Railway face to face with; and, thereby obstruct the way to prevent the Metropolitan from extending their track at that time from Glen

Grove to York Mills Hill, and eventually reaching Richmond Hill.

When the Metropolitan Railway Bill was before the Committee of the Local Legislature for consideration "the Manager" was unremitting in his attentions to individual members of the said Committee, and completely placed our respected Reeve in a hypnotic trance while he was supposing himself to be engaged with his fellow members of the North Toronto Council Committee in watching the progress of the Bill containing the clause granting an additional Fifteen Years' Franchise to the M.R.C., while it was supposed the Law Suit had been entered justifying the Committee in excluding the objectionable clause, that the North Toronto Council Committee were present to have expunged from the Bill, as Christopher Robinson, Q.C., had been absent in England, and the Suit had been postponed indefinitely. During the progress of the discussion of this Bill all of a sudden our respected Reeve, to the astonishment of his fellow Committee-men, arose from his seat in a somnambulic condition, and wandered over to the enemy, while the mesmeriser and expert lobbyist, Jno. W. Moyes, was laughing heartily in his sleeve at the wonderful power he possesses over frail humanity, who are groping in the dark, looking for the loaves and fishes that may, in an unexpected moment, fall into their hands, for their magnanimous services rendered by them in time of need.

In my present letter I find it impossible to gather all the incidents, in connection with the County Council's doings, for the past few years, and the Metropolitan's wants that have been supplied by the generous County Councillors, and the members of the Committee of the Legislature, who confirmed every clause in the Metropolitan Railway Bill that was placed before them at the last Session of the Provincial Parliament. Surely a few Metropolitan Bonds might be distributed among those generous members of the County Councils who are known to have such an affectionate regard for the Metropolitan Railway that they even went so far with their brother members of the Council as to persuade them to give a perpetual franchise to this noted and grasping Railway Corporation, to the detriment of the ratepayers of Richmond Hill, and all others beside who live all along the line of that road, between Richmond Hill and the C.P.R. Crossing.

I must say—as I did before—that this narrative will be continued in the next paper.

A. H. St. Germain.

North Toronto, 1897.

THE FOURTH CHAPTER

OF THE ST. GERMAIN REVELATIONS

Of the Barefaced Deceptions and Wrongs Committed by the Metropolitan Railway Company on the People of North Toronto,

In Inciting and Improperly Influencing a Dying Council to Illegally and Criminally Hand Over the Right of Way of Two Miles and Three Quarters of Yonge Street, Situated Within the Limits of the Municipal Corporation of the Town of North Toronto.

To the Editor of The Leader and Recorder.

My Dear Sir,—Your readers will, doubtless, remember that I said in my last letter (No. 3) that I have a knowledge of all the incidents that have occurred since the Special Session of the York County Council in November last—yet, notwithstanding, there has been at and since that meeting so much lobbying, and artful dodging on the part of the twin brothers (Charles D. Warren, and Jno. W. Moyes, President and Manager respectively of the Metropolitan Railway Company), that it will be simply impossible for me to compress within half a dozen Letters to the Press, all the doings of these two accomplished diplomatists among our North Toronto Councillors to get their Town's Law Suit abandoned, and the Local Legislature to confirm the clause in the M.R.C.'s Bill to have an additional fifteen years' use of our Main Street—two miles and three quarters in length—while the few tax-payers we have left amongst us will have to bear the expense of maintaining and keeping our Highway in repair, without any toll or percentage of the earnings of the Metropolitan Railway, or from any other sources whatever. For a young and thinly populated Municipality like North Toronto to be wronged in the manner described, is unbearable; and, what is all the more disgusting is the unprecedented ingratitude of this Railway Corporation. For instance—after wresting from us the whole side of our main thoroughfare for their use and profit—for thirty-four years—which makes their franchise worth at least ONE HUNDRED THOUSAND DOLLARS more valuable (in case of a sale of the Road to any other Company)—they have heartlessly exacted two fares (SEVEN CENTS) from their benefactors, who have not only furnished them with the needful when they were absolutely in want of the FOUR THOUSAND DOLLARS our innocent dupes paid the Company for their Electric Light Plant, which, as I said in my former letter, supposed experienced and reliable expert valuators, who had carefully examined and determined upon the value of the property, concluded that *twelve hundred dollars*, or *fifteen hundred dollars*, at the *very most* was all that should have been squandered for the "whole dilapidated business." Not long after the bargain was consummated it has been discovered that the few old, inferior poles, at very irregular and ridiculous distances apart from each other, with a single wire stretched from pole to pole—two miles and three-quarters—was really and truly not worth more than FIVE or SIX HUNDRED DOLLARS, instead of *three thousand dollars* the innocents abroad in the Town Council were persuaded to vote for the ramshackle Electric Light Plant, and the *one thousand dollars'* additional price extorted from our mesmerized Councillors, who were then—as the majority of our present Councillors were lately—placed under the power of that skilful and scientific Professor (Jno. W. Moyes), and his two apt scholars—the Mayor and Reeve—who have been learning the arts and wiles of their modern Manipulator, and have become quite proficient Manipulators themselves of men, as was proved, to my satisfaction, before and after the vote was taken, at the Town Council Meeting, some two or three weeks ago, to decide the question whether the Law Suit (supposed to have been entered in Court) should be abandoned or not, after hearing the Report of the Committee appointed by the Town Council, who, accompanied by their Solicitor, had interviewed Christopher Robinson, Q.C., in reference to the advisability of continuing the application to quash By-law No. 738, of the County

of York. Now, it will be remembered that Mayor Davis and Councillor Harper told the Council that they had pointed out to Mr. Robinson the hardships which are being occasioned to the Town by the action of the County, and that when the Metropolitan Bill was before the Railway Committee of the Local Legislature, that Committee saw fit to advise the reporting of the Metropolitan Bill, No. 33, favourably to the House of Assembly, although there were but *four* members (out of the *sixty-eight* members of the Railway Committee), who listened to the arguments, pro and con.

After the Town's position, in relation to the clause, giving an additional fifteen years' franchise, in the Bill above referred to, Mr. Robinson advised that there was no recourse, so far as seeking relief from the Local Legislature, and, also, that the Court would be powerless to grant any relief, as the Provincial Parliament is omnipotent, and that, under the circumstances, as understood by those best informed on the subject, the Court is perfectly powerless to question the action of the Provincial House; and that, therefore, Mr. Robinson recommended that the application to quash the By-Law, No. "723," of the County of York, be not further proceeded with.

The Town Council, I think, very inconsiderately abandoned their Law Suit in consequence of having received this second Opinion from C. Robinson, Q.C., which is diametrically opposite to his SEVENTY-FIVE DOLLARS' Opinion given to our Council on the 2nd of December last (quoted in my Letter No. 2), in which he strongly recommended us to obtain the Opinion of a Court as to the validity of the By-Law and Agreement by the County, which he said, *on its face seems clearly to intimate a doubt as to their jurisdiction.*

The fact of the matter is the Council decidedly mistook the feelings of their constituents when they assumed the grave responsibility of abandoning the Suit that they authorized Ex-Mayor Fisher to request the Town Solicitors to enter in Court for trial; and now, at this Eleventh Hour, it has been ascertained that the Suit had never been entered. On Mr. Christopher Robinson, Q.C., returning to Toronto, while the Local House was in Session, he it was who first discovered that our Suit was not entered! Who is the guilty person or persons in this scandalous transaction? Echo answers who?

Now for a specimen of the ingenious manœuvres of this Railway Company to have our Law Suit laid up, high and dry, on the shelf, so that no doubts whatever would be lingering in the minds of the Company that they would be suddenly confronted with a verdict against them—should the Suit be proceeded with—notwithstanding Mr. Robinson's second Opinion advising us not to persevere with the Suit. This result would not at all suit the business arrangements of the Metropolitan Company, whose TWO HUNDRED AND SEVENTY-FIVE THOUSAND DOLLARS' worth of Bonds are yet to be floated, to pay for the extension of their Road to Newmarket, and for Rolling Stock—should the extension ever take place from Richmond Hill to Newmarket. ONE HUNDRED AND TWENTY-FIVE THOUSAND DOLLARS of Bonds have already been issued, and they are secured by a first Mortgage Deed of Trust, dated the first day of February, 1897, which has been duly executed, and delivered to the Trusts' Corporation of Ontario as Trustees. ONE HUNDRED THOUSAND DOLLARS of this first issue of Bonds, above mentioned, were utilized to pay for the extension of the Road from York Mills Hill to Richmond Hill; and, the balance of TWENTY-FIVE THOUSAND DOLLARS are on the Market, and the Metropolitan Company's man "Friday," of the "Toronto World," was inspired by the Professor of Mesmerism to announce to the benighted readers of the "World" that the extension of the Metropolitan Railway from Richmond Hill to Newmarket would be commenced in August or September next; and that, in the meantime, the Rev. Mr. Read (late pastor of the Baptist Church, in Eglinton), was disposing of the Bonds (TWENTY-FIVE THOUSAND DOLLARS' worth) satisfactorily. Be it understood in this connection that the Metropolitan's Bill, passed at the last Session of the Local Legislature, to obtain an extension of time for the Company, among other favors showered upon this grabbing Corporation was the extravagant one of receiving power to issue a series of Bonds, amounting in all to the value of *four* hundred thousand dollars!! If the Road should ever be extended from Richmond Hill

to Newmarket the TWO HUNDRED AND SEVENTY-FIVE THOUSAND DOLLARS of Bonds that are permitted to be used for the Construction of the Road and for Rolling Stock, will also be secured by the same first Mortgage Deed, which already secures the ONE HUNDRED AND TWENTY-FIVE THOUSAND DOLLARS of Bonds already issued; and, furthermore, the whole of the said Bonds are to be the first lien and charge upon the Company's Railway, undertaking, property and assets, as provided by the Mortgage already described.

When the illegal action was first taken by last year's County Council re the extension of the fifteen years' franchise over then North Toronto's own property—(or Street, as you would have it)—our representatives in that Council opposed strenuously giving away our rights to such an ungrateful and abominably selfish Company, for whom no one has a good word, principally for the reason that the members of the Company exhibited in their dispositions the green-eyed monster, and would not deal liberally in the matter of fares with the North Enders, they clapping on two fares just as soon as they had persuaded the late Thomas Anderson to furnish them with FIFTEEN THOUSAND DOLLARS, to enable them to extend their Road from Glen Grove to York Mills Hill, and thereby saved their Charter—the time for its expiring being just at hand. The conditions on which they got the money from Mr. Anderson, were that they would take his son, John, into their employ as Manager of the Road. The Road was extended for the distance of a mile to York Mills Hill, and they only just saved their Charter by the skin of their teeth. Mr. Anderson's son, John, was only in the situation of Manager of the Road for a few months, when the position was made too hot for him, and he resigned, and he was immediately succeeded by Mr. Jno. W. Moyes.

Now just here is where the green-eyed monster came in to do his cruel and blighting work. Just as the Boom in Real Estate commenced, and before the extension of the Metropolitan to York Mills Hill, two Syndicates purchased the "Mason" and "Morse" Farms, and they forthwith surveyed and subdivided them into lots, and streets and avennes galore laid out, and the two estates were christened "Northlands," and "Bedford Park," respectively. The lots on these Estates were going to be lively competitors with the "Glen Grove" and "Bond" Farms, which were owned by the Metropolitan Railway Company, and the second fare of TWO CENTS to be charged, after the extra mile of Road was completed, would be a sufficient discrimination in favor of the "Glen Grove" and "Bond" Farms, on account of the TWO CENTS additional fare to be exacted, for the mile's ride, when the distance altogether from the C.P.R. Crossing to York Mills Hill was only three miles and a half, on a straight road through the Town, and the whole fare is SEVEN CENTS!

Before the extension of the Metropolitan took place to York Mills Hill, C. D. Warren, Esq., enlisted the services of Messrs. Moyes and Dack, in his schemes. These gentlemen had, only a short time before, become citizens of what was then known as North Eglinton. This trio of our quiet, happy, and lightly taxed neighborhood, spread out their wings to shelter our modest little village, and became afflicted with swelled heads, and they sallied forth with petitions to be signed to have the villages of Davisville and Eglinton transformed into the Town of North Toronto. They succeeded in their undertaking, and very soon the two villages named, were transmogrified into a full-fledged Town—with a *Mayor, Reeve, Deputy Reeve and nine Councillors.* The first election held resulted in the selection of Mr. John Fisher, as Mayor, and Messrs Moyes and Dack as members of the Council. Now commenced the wire pulling, and the tricks that we (as old inhabitants of North Toronto) are all familiar with, as well as burthened with.

Prior to the extension of the Metropolitan to York Mills Hill, and before our late old and respected friend, Mr. Thomas Anderson, handed over his FIFTEEN THOUSAND DOLLARS to the Company to extend their Road as described, a strong effort was made to raise TEN THOUSAND DOLLARS' BONUS for the extension, but the Bonus was not given to the Company, for the good and sufficient reason that Mr. Warren, on behalf of the Company, refused to accede to the wishes of the rate-payers as to a *one* fare rate, and the number of trips a day asked to York Mills Hill.

The consequence was we got the cars to the North End, but not the one fare.

I have discovered who were at the bottom of the nefarious performance of full-dosing the majority of the members of our Council, and urged them on to hurriedly rush through the Council a Resolution to abandon the North Toronto Law Suit against the Metropolitan Railway.

I will in my next letter connect the information I have in my possession with what I have already revealed; and, by the time I get through with my Revelations, I feel certain my fellow citizens will know how to get back again into our possession the fifteen years' franchise we have been swindled out of.

A. H. St. Germain.

North Toronto, 1897.

North Toronto's Enemy

The Metropolitan Railway Company has Proved Itself to be the Cause of the Ruin and Decay of This Northern Suburb by its Hoggishness and Treachery.

THE ST. GERMAIN REVELATIONS

Are Still Bringing to Light the Blighting Influences that have Burthened the Sparse Population of North Toronto with a Huge Debt for Electric Light and Waterworks Systems.

LETTER NO. 5.

To the Editor of The Leader and Recorder.

My Dear Sir,—I think that it will be frankly admitted by all who have been reading my Letters, during the past few weeks, that I have incontestably proved that instead of the Metropolitan Railway having been a blessing to North Toronto it has proved itself to be a curse.

C. D. Warren, Esq., the President of the "White Elephant Company," (the name at first given to the Metropolitan Railroad), although immersed—up to his ears—in a Wholesale Grocery Business, he yet found time to negotiate for—and take over—the Charter of the Metropolitan Street Railway that was, at the time, dangling in the air for some one to catch on to it. Just about this time two distant relatives (the Misses Moore) of Mr. Warren, sold to him the old homestead of their father, known as the "Moore Farm," fronting on Yonge Street and Eglinton Avenue, in Davisville. This property, two hundred acres in extent, was no sooner sold than it was forthwith surveyed and streets and innumerable lots put upon the market for sale by Mr. Warren. The only other Estate surveyed into lots and brought into competition with the "Moore Farm" then was the "Snyder Farm," also fronting on Yonge Street and Eglinton Avenue, and directly opposite the "Moore Farm," which was purchased by the late Hon. Mr. Cayley, Registrar of the Surrogate Court, Toronto, and J. E. Smith, Esq., Collector of Customs, Toronto. These farms were purchased and surveyed into streets and lots long prior to the late disastrous boom in Real Estate in Toronto and York Township; while the three gentlemen above named were in advance, however, afflicted with the same identical epidemic which seizes, periodically, the class of people whose speculative dispositions incline them to recklessly risk their all, whenever the fit comes on, and blinds them so that they are rendered incapable of foreseeing the inevitable consequences of rash speculations,—it was naturally supposed by Mr. Warren, and all others interested in real estate, along the line of the Street Railroad, as far as the tract then extended, that property in the immediate neighborhood would, undoubtedly, increase in value. Consequently, Mr. Warren was accorded a hearty welcome among the citizens of Davisville and Eglinton; and, as he was very much hampered, from the commencement of his laudable undertaking, for the want of Capital, as only a few property owners between the C. P.R. Crossing and Eglinton had contributed small amounts towards the Enterprise. For instance—the late Wm. Jackes, Township Treasurer, only gave A HUNDRED DOLLARS as a bonus, notwithstanding that his TWELVE THOUSAND DOLLARS' farm brought him FORTY THOUSAND DOLLARS, after the Road was extended from Davisville to Eglinton. On account of the almost insurmountable difficulties that Mr. Warren was trying to overcome, before the Metropolitan reached Eglinton, deep sympathy was felt for him. At this time (it being the beginning of his career amongst us) he was much thought of for his pluck and indomitable energy in singly, and alone, as it were for a time, organizing and carrying forward the Street Railroad project, in order to bring his real estate interests more prominently before the public, and with Street Car facilities brought to the front of his valuable property,—thereby create a market for his lots.

After a tedious and brain-splitting struggle on the part of two or three persons who joined Mr. Warren in the

wnership of the Metropolitan Railroad, nd additional Credit and Capital was ecured, the Company finally succeeded extending the track as far as the own Hall in Eglinton.

In the course of a short time there- fter, Nicholas Garland threw his mite nto the lap of the Company, and took n exceedingly active part in connec- ion with equipping and running the oad—so much so, indeed, did he njoy the fruits of his New Investment hat when the laborers were at work on he Track, putting down the new rails, etween the Town Hall and Glen Grove, he doffed his coat and, with is shirt sleeves turned up, he plunged —head foremost—into the work of lay- ng the rails, along with his fellow orkmen. The time now came around or the Company to extend the Road to ork Mills Hill, or else forfeit their harter from Glen Grove northwards. t the time this part of the Road was eing extended the ONE MILE, and a ortion of the late Mr. Thomas And- reon's FIFTEEN THOUSAND DOLLARS eing used for the purpose of pay- ng for and completing the Extension, —Mr. John Anderson, the then Man- ger (after exposing himself at a very nclement season of the year), rushing hrough the work, he was being harass- d beyond endurance by a member of he Company, whom it seemed to please, and an open rupture ensued, nd the Manager resigned in conse- quence; and, after Mr. Warren was told of the circumstances *he professed to know nothing of the unpleasant occurrence*, and expressed his *deep re- gret* at losing the services of Mr. Ander- son. It seemed at the time strange to Mr. Anderson, and his friends, that this obnoxious Director of the Company could be making his complaints and not naming them to the President and Fellow-Shareholders. Now, as Messrs. Warren and Moyes were Commercial Travellers, at one and the same time, for the Wholesale Grocer, Mr. Stewart, of Hamilton, Ont.,—these two employ- ees of Mr. Stewart were so long in his service, and so much together, there they that they thoroughly understood each others qualifications. Mr. Moyes, just at this particular juncture of affairs in connection with the Metropolitan Railway, being disengaged, and inci- dentally hearing of the position of Manager of that Road being vacant, he concluded that *should he be offered the Managership he would unhesitatingly accept*. And, I sincerely congratulate the Company on their good fortune in securing a gentleman whose equal can- not be found within the length and breadth of our vast Dominion!

What is home without a Mother, and what would have been the condition of the Metropolitan Railway Company to- day if Jno. W. Moyes had not been at the helm of its affairs, at the different Ses- sions of the York County Council, and Railway Committees of our Local Le- gislature, for a few years past. All the distasteful work of lobbying, and the nasty duties of treating, and the more expensive game of banqueting,—and last, but not the least essential and powerful device of "GIVING A WINK TO A BLIND HORSE," have been onerous duties performed by him

Now, Mr. Editor, I have briefly sup- plied your North Toronto readers, in this Letter, as well as in my previous Letters, with the beginnings, belongings, and doings of the Metropolitan Railway Company before Mr. Moyes was made Manager, and since he has been Man- ager. And again, I will take your readers forward, and introduce them to the doings of the dying York County Council in November last, when and where the members thereof, on their death-bed, and just be- fore expiring, were induced, by interested parties, to resolve on making their Will, partly in behalf of the Metropolitan Railway Company. Thereupon, just as the poor fellows were gasping their last breath, their legal adviser, C. C. Robinson, Esq., was accompanied, doubtless, by Messrs. Barwick, Solicitor of the M. R. C., and Warren and Moyes, to the bedside of the dear Councillors, at which time was carefully prepared, by the two lawyers present, that baneful Clause, which was slyly embodied in the Metropolitan Railway Bill, giving the Extension and Franchise to the Company, at the eleventh hour, in the following Codicil, added to the last Will and Testament of the Council of the Corporation of the County of York:—

"That the Metropolitan Street Rail- "way Company be granted an exten- "sion of time to build and operate its "line as far as the north end of Rich- "mond Hill Village, and that the Com- "mittee on By-Laws and Legislation

" be instructed to bring in a By-Law
" extending such time until May 31st,
" 1897, such By-Law and any agree-
" ment that may be executed in pursu-
" ance thereof to contain a provision
" *that in case it should be held by any*
" *Court of Competent Jurisdiction*
" *that this Corporation has not the*
" *power to grant such Extension, then*
" *the said Company shall have no*
" *claim against the County, but the*
" *same shall be construed and accept-*
" *ed as conferring on them such privi-*
" *leges and powers as this Corpora-*
" *tion has power to grant*, such By-
" Law and agreement to contain such
" further conditions and provisions as
" to the Council may seem proper."

("Signed)

" S. Baker,

" And Messrs. Arnold, L. Baker,
" Boag, Brison, Baldwin, Cane, Da-
" vidson, Evans, Eastwood, Gard-
" house, High, H. Johnson, W. John-
" son, Kitely, Lemon, Lawrie, Mc-
" Callum, McCutcheon, McDonald,
" Norman, Pugsley, Remon, Rogers,
" Robinson, Scott, Treloar, Wal-
" lace, Woodcock.

" Witness,

'C. C. Robinson,

" Solicitor for the County Council of
York."

The Mayor, and Reeve Pears, of the North Toronto Council, objected point-blank to the Franchise Codicil going into the Will, as the lawyers above expressed it, and they gave their Opinion (as to the Franchise Clause) quite freely, in the presence of the Witness to the Will, and to the departing brethren who were directing the lawyers to grant the portion of their bequests that was more particularly detrimental to the interests of North Toronto, by looking up our Highway for Fifteen Years longer than our fellow citizens are willing that it shall be. Consequently, before the above named Councillors finally did — with one accord — vote away—or (to continue the parody) sign their last Will and Testament— our Mayor Davis, and Reeve Pears suggested *that the Clause inserted in the Will be amended as follows* :—

" It being distinctly understood that
" the passing of this By-Law shall not
" operate to extend the franchise of the
" said Company in so far as the present
" line extends, viz. : from the C.P.R.
" Crossing to the present terminus of
" said Road."

As I said in my last Letter (No. 6), that as there had been so much lobbying, and artful dodging on the part of the Officials of the Metropolitan Railway at and since that Special Session of the York County Council in November last, which I have only as yet briefly revealed but a tithe of the information in my possession, it will be simply impossible to furnish it to your readers in less than three or four Letters, yet to be prepared by me. And, as I also said, in one of my former Letters, that by the time I have finished my Revelations the citizens of North Toronto will know how to get back again into their possession the Fifteen Years' Franchise they have been swindled out of.

A. H. St. Germain.

North Toronto, 1897.

North Toronto's Grievances.

THE ST. GERMAIN REVELATIONS

ntinues to Bring Forward More Start- ling Facts for the Public to Gaze Upon.

LETTER NO. 6.

the Editor of The Leader and Recorder.

MY DEAR SIR,—It is admitted by all ho have become acquainted with the ndition of affairs in North Toronto at the Residents and Non-Resident wners of Property have been most rtlessly treated by the Metropolitan ilway Company. And after this me Company were instrumental in tting the Davisville and Eglinton illages incorporated into a Town, and ded the poor inhabitants thereof with Hugo Dane for their Electric Light nt and Water Works Systems, they ve been unyielding in the matter of e upon their line of Railway, be- en the C.P.R. Crossing and York le Hill—a three miles and a half for SEVEN CENTS! School Chil- n's Tickets for a three and a half e' ride are THREE AND A HALF CENTS h!! These are the fares the people he North End of the Town have been jected to since the extension of the ropolitan from Glen Grove to York le Hill. If a passenger simply goes n York Mills Hill any distance what- between Eglinton Town Hall and k Mills Hill—one mile and a half— fare is FIVE CENTS!!!

he comparison as to the difference ares between the Metropolitan Rail- and other Street Railroads is re- kably striking. For instance, take Street Railroad near home: The rban Electric Railroad will take from the Toronto Street Cars at Northern City limits, head of urst Street, along the Davenport , and through the Town of Toronto ion, down to the Dundas Street Cars' Depot—three miles—FOR AND A HALF CENTS, OF TEN TICKETS WENTY-FIVE CENTS! You can ride ronto Junction from the extreme rn to the extreme Northern limits Town for one fare, and that *one* nly TWO AND A HALF CENTS; OR n take this same Electric Car at erside Avenue and ride to Wes- ton—five miles—*for one fare*, SIX TICK- ETS FOR TWENTY-FIVE CENTS, OF TWENTY- FIVE TICKETS FOR ONE DOLLAR!! Better still—you can take a City Car at Ham- berside Avenue and *ride to the eastern terminus of Toronto*—TEN MILES *for one* fare—between the hours of nine in the forenoon and five o'clock in the afternoon—for FOUR CENTS—and before nine in the morning and after five in the afternoon, until half past six o'clock in the evening—*eight tickets* FOR TWEN- TY-FIVE CENTS!!!

There is not a shadow of a doubt that if such a state of affairs existed in To- ronto or Toronto Junction as the citizens of North Toronto are subjected to by the exorbitant and outrageous extor- tions of the selfish and unprincipled Metropolitan Railway Company, there would be almost an insurrection; and, those who have read my exposures of the doings of this company would say, "no wonder."

As an evidence of this Company's high-handed and total disregard mani- fested towards the people along the line of their Road, between the C.P.R. Crossing and York Mills, I will cite a circumstance that has just come to my knowledge, and which will go to show the greedy demands made on rich and poor, at all hours of the day, whether the passenger be a working- man, a washerwoman, or the Lieutenant Governor! Week before last a poor woman (on her way to her work, at Mrs. Grundy's, Woodward Avenue, Eglinton, in the rear of the Post Office) got on the Metropolitan car, in Hogg's Hollow, about one quarter of a mile north of York Mills Hill, and told the Conductor that she was going as far as the Eglinton Post Office, which is not quite two miles from where she started. The poor woman handed the Conductor a *ten cent* piece, and no change having been returned to her, she asked the Conductor for her change, and he told her that there was no change coming to her as ten cents was the right fare. The Conductor told the truth, for I understand the Manager has, with the consent of his *magnanimous* superiors, arranged fares in such a way that the Conductors are justified in collecting fare in precisely the way they are do- ing. How abominably mean and con- temptible is such conduct TO DARE institute such rates of fares, on what strangers call "*this one horse Street*

Car System." Hundreds—yea, thousands are the bitter Complaints made by the citizens of Toronto who patronize this road,—and are strangers to the devious and peculiar arrangements which regulate the running of cars on this transportation route. As an example of the odd and out of all reason methods in attempting to comply with the wants of the travelling public,—here has been an Electric Railway in operation for several years, up Yonge Street, from the Canada Pacific Railroad Crossing to York Mills Hill,—and cars between certain hours of the day and night run only as far as Glen Grove (one mile South of York Mills Hill, lately the terminus of the Road), and then at other hours of the day and night cars are running through to York Mills Hill. As Time Tables of the Metropolitan are scarce, consequently persons get on the cars without knowing the time the through cars start for York Mills Hill, and when reaching Glen Grove they are politely informed by the Conductor that he goes with his car no further, and if the person or persons want to go to the North End or down into Hogg's Hollow, they will have to walk or else sit in Glen Grove Station for a through car, which will be along in two or three hours! Just think of it—in this sweltering weather—you either have to sit sucking your thumbs in Glen Grove Station for a COUPLE OF HOURS, or start off on "Shank's Mare," with a large Fan in one hand, for cooling purposes, and a Shillaly in the other hand to ward off the Musquitos, and other winged persecutors. Where is the sense in the Management of this Railway Corporation in running their Cars periodically day [illegible] and night only as far as Glen [illegible], and dumping off through passengers? Surely it would only take fifty [illegible] minutes to [illegible] the cars the other [illegible] and thereby receive the thanks of travellers for saving them the mile's trudge through the broiling Sun.

Then another class of patrons, on this comically Managed Tramway, get on the cars to go off for a change and fresh air; and, having heard that the cars go to York Mills Hill, they start away, and when the Conductor comes around they hand him their FIVE CENTS fare, and when they reach Glen Grove—two miles and a half from where they embarked—the same Conductor again puts the slot under their noses and demands another fare of two cents each! The astonished passengers exclaim—"Why, we have "already paid you our full car fare, "surely. How much farther do you "go?" The Conductor replies that there is another mile to travel, and a second fare of two cents must be paid! The disgusted wayfaring man and [illegible] matter to themselves—"What on [illegible] "kind of a Street Car route have we "wandered to anyhow?" The Conductor naively replies—"Mr. and Mrs. "this is a Dandy Railway—none like it "in America!! Oh, yes, and do you "know it has the cleverest Manager on "the Continent!!!" The two strangers indignantly replied—"Now look here, "Conductor, we don't know whether "you have slipped those two second "fares into your pocket or not; but, if "it is in accordance with the rules and "regulations of the Company to charge "two fares for a three and a half miles "ride on a straight road, within the "limits of your Town of North Toronto, "then you will not ever have the chance "to impose on us again. We can ride on "Street Cars in Toronto, and elsewhere, "at rates of fare that ought to shame "your niggardly Company into reason "and common sense. I am neither a "prophet nor the son of one, but I ven"ture to predict that the Metropolitan "Railway will very soon come to the "end of its [illegible] unless they repent "and make [illegible] for their past "sins of con[illegible]omission[illegible] "hereafter [illegible]d squarely by "the people of North Toronto, who "have borne the burthen of two fares, "and other wrongs, altogether too "long, and there must soon be a change "for the better."

The present attitude of the Metropolitan Railway Company seems to be one of defiance towards the Town, instead of going down on their marrow bones, as they should do, and ask forgiveness for all the harm they have inflicted upon our poor and helpless Municipality, who have been bamboozled by a soulless and grasping Railway Corporation, who have incited York County Councils and Committees of our Local Legislatures to rob us of our Highway, while, at the same time, we are subject to the extortion of three fares into the City, when we are only three and a half miles outside of the City limits.

I will have to defer, Mr. Editor, the

further evidences I have in my possession of the deceit, treachery and criminal conduct of the enemies of North Toronto, in subsequent issues of your paper.

A. H. St. Germain.

Toronto, 1897.

A Continuation

of the St. Germain Revelations.

Further Exposures of the Peculiar Methods and Extraordinary Devices that have been Indulged In by Interested Parties to Attain the Goal of Their Ambition.

LETTER NO. 7.

To the Editor of The Leader and Recorder.

My Dear Sir,—In my daily intercourse with the people of North Toronto I find they all affirm that it is an outrageous thing that a young Municipality, like North Toronto, should be deprived of a large portion of their Yonge Street through the Town—a distance of two miles and three-quarters—which thoroughfare has been abandoned by the County Council, and must now be maintained entirely by the Town, unless our new York County Council acknowledge the injustice done by their predecessors, and come forward in a magnanimous manner to repair the wrong done us; while we are, at the same time, called upon yearly to contribute to York County a large sum of money, by a percentage on a ridiculous and unnecessary heavy assessment. It is, in short, sinful and absolutely dishonest for our Council to be increasing the rate of taxation to the tune of SEVEN MILLS, as will, I am told, be the case this year, in consequence of the County abandoning Yonge Street. We will either have to seek admission into the Township, or obtain a yearly grant from the County Council, to assist us in keeping up Yonge Street through the Town, and completely reorganise our Town Government, so as to have a better supervision over our affairs, and not have our Council at the mercy of lobbyists and tricksters. It is shameful and painful to admit, but yet an open confession to the truth may as well be made known now as hereafter,—which is that a majority of our Town Councillors have been under a palpably slimy influence, and when certain proceedings are taken—which, I am happy to say, are well under way, there will be doings brought to light that will furnish matter for a modern Dickens to give to the public a local Romance of thrilling interest to members of last year's York County Council, who voted AWAY ILLEGALLY and HEARTLESSLY, last November, a FIFTEEN YEARS' ADDITIONAL FRANCHISE to that selfish and unyielding Metropolitan Railway Company, who have had the brazen impudence to put forth herculean,—and at times supposed to be questionable efforts to secure all the privileges they wanted from County Councils and the Local Legislature. I have often heard surprise expressed how it was that they got all they sought after! Since I have been investigating the doings of these Nabobs I find that, in every instance, when Councillors and Committee-men were not lacking in backbone, there was unfortunately another kind of weakness that overtook them when they came in contact with that benign smile, which beamed from the complacent countenance of the arch Lobbyist and Diplomat, John W. Moyes, Manager, etc., etc., etc., of the Metropolitan Railway.

Two striking incidents have transpired within a week, in connection with the publication of my letters, which will go to show the peculiar methods and extraordinary devices that have been indulged in, by interested parties, to assist their Monopolist friends in their further raids upon our Town's Rights. As an example of the high-handed position they have assumed in relation to the ownership of the Rights to supply Electric Light and Power between the C. P. R. Crossing and Northward to and beyond York Mills Hill, that the North Toronto Council, in its infantile innocence threw away FOUR THOUSAND DOLLARS in purchasing a rawhackle Electric Light Plant, that it is now discovered was really not worth *five hundred dollars*, as it appears we did not buy any Good Will for all future time (which was supposed to be included in the FOUR THOUSAND

DOLLARS)—for the successors of our former innocent Councils have lately been informed by the President of the Metropolitan Railway Company that they have obtained Legislation to warrant them in supplying Light and Electric Power to whom they please!! Where, in the name of wonder, do we stand in dealing with this rapacious Corporation? It was only the other day the same M.R.C. took possession of a number of Electric Light Poles, that we supposed were bought by us at the time the deal went through some years ago, but from a letter received a few weeks ago from this same President, C. D. Warren, Esq., he informs the Mayor and Corporation that if we can prove that the said Poles belong to us—*then, but not until then—will the Company pay for them!!* Oh, for a Moses to be the Leader, Manager, and President of this unreliable, and ungenerous Railway Corporation.

One of the incidents I refer to above is that Mr. John M. Anderson (the former Manager of the M.R.C.) who offered to sell me his THREE THOUSAND DOLLARS' worth of Metropolitan Railway Stock, and TWELVE THOUSAND DOLLARS' worth of their Land in Glen Grove, on the 22nd of April last—the third day after Messrs. Blake, Lash and Cassel's Business Manager requested me, by letter, to call at the Office, to see him on a business matter, which turned out to be in connection with me becoming a Partner with Mr. John W. Moyes, in the Contract to extend the Metropolitan Railway from Richmond Hill to Newmarket. As I had already agreed with Mr. Moyes to join him in his Contract just named, I listened attentively to what Mr. Anderson had to say about the deal between him and me. I consented to purchase the THREE THOUSAND DOLLARS' worth of Railroad Stock, and the Land, on the conditions agreed upon, provided the title would be made perfect for both. Messrs. Watson, Smoke & Co. were introduced to me by Mr. Anderson, whose Solicitors they were. They took special pains to explain everything minutely, after which Mr. Anderson asked my permission to delay further negotiations in the transaction until his brother-in-law, Alderman Leslie, would see Mr. C. D. Warren, President of the M.R.C., to tell him what he had a chance of doing with the Stock and Land. Thereupon, Mr. Warren agreed to purchase for his Company the Stock and Land, instead of me. My reason for consenting to deal with Mr. Anderson at all was on account of a remark made by Mr. Moyes, in the presence of Blake, Lash and Cassel's Manager, to the effect that he wished that I would consent to go on the Board of Directors. When I commenced negotiations with Mr. Anderson, I supposed, as did nearly everyone else in North Toronto, who had heard of his Grievances, Injunctions, etc., etc., against the M.R.C., that he had FIFTEEN THOUSAND DOLLARS' worth of Stock; and, I concluded, from what Mr. Moyes intimated to me, that I would buy Mr. Anderson out, at the liberal discount he offered me, and together with having a half interest in the Contract for extending the line to Newmarket, I would throw any spare Cash I had into the Company; and then endeavor by persuasion and other means to bring about the condition of things we have all been so devoutly praying for, in the matter of a reduction of fares, to save our town from drifting into the same troubles that Toronto Junction is now beset with. If we got no relief, in the shape of a reduction of fares into the City, we will soon have to bid good-bye to the few citizens remaining amongst us, for the taxes—local and general—along Yonge Street within the Town, is becoming unbearable. Just look on this picture, for a moment, you County Councillors who abandoned Yonge Street, and left us in the lurch, with two miles and three-quarters of a Roadway to keep in repair, at our own expense, while farmers and others, from all over the County, outside of our Town limits, as well as the citizens of Toronto, are using our highway, without let or hindrance, and we have to pay the piper.

Now you gentlemen of last year's York County Council and you Mr. Dryden, with your sixty-seven members of the Railway Committee of the House of Assembly, who (without forethought or regard for the legal rights and interests of a young and struggling Municipality) did inflict the great wrong upon us, which we now bitterly complain of and condemn you for. Put yourselves (who are farmers) in our places, and be subjected to THREE HUNDRED DOLLARS for local and general taxes, on a two hundred acre farm

within our Town, as will be on an average, what my neighbors will have to pay this year. Before Warren, Dack, Moyes & Co. got us incorporated the taxes on the 177 acres I work were only $30, $37, and $90 for years, while for the same number of acres, since Incorporation, the taxes are nearly THREE HUNDRED DOLLARS!

Now, Mr. Editor, the second incident I had reference to, is the deep sympathy I feel for Mr. Moyes, the dignified Manager of the Metropolitan Railway, to notice that after you opened the columns of your paper to enable him to reply to my letters, he foolishly selected the Irish dialect to bungle with, and express his pent up rubbish that he occasionally entertains the passengers on the Metropolitan cars with. His anonymous communication, in last week's "Leader and Recorder," signed "Barney Boru," contains an untruth in his saying that TWENTY-FIVE DOLLARS was sent to me into the States. The fact of the matter was I advanced it, and made the cheque out for that amount, payable to J. W. Moyes, or order, with an endorsation on the back of the Cheque to the effect that the money was to be returned to me; and the endorsement was signed by Messrs. Moyes and Dack. These two gentlemen hawked a subscription paper around and they collected a large sum of money—so it was thought—from the number of persons who said they subscribed. However the Town's Solicitors (Bull and Werrett) finally ordered the $25 to be paid, after me waiting two or three years for them, but they were sent to the States to me,—they were paid by the Treasurer in Eglinton to me, personally. After this Mr. Moyes presented to the Council a Bill for TWENTY-FIVE DOLLARS. Whether this Bill was paid or not the following copies of correspondence will show:—

(*Copy*)

Bedford Park, July 13, 1897.

Dear Mr. Douglas,—

From your Records will you kindly furnish me with the particulars and dates when Mr. Moyes was credited on the Tax Bill for TWENTY-FIVE DOLLARS claimed as having been contributed by him towards the expenses of the Incorporation of the Town of North Toronto. The above amount was allowed him, if I remember correctly, on condition that he or Mr. Dack would render an account of the moneys they collected from me and others.

Mr. Moyes has intimated in the Press, and privately, that I was the only one who had demanded the return of my twenty-five dollars, and that they were sent to me while I was in the States, which is false.

Feeling certain that you will take the trouble to look up this matter for me while the messenger waits, as I require the information to-day that I ask from you, I remain, yours, sincerely,

(Signed), A. H. ST. GERMAIN.

(*Copy*)

EGLINTON, July 13, 1897.

A. H. St. Germain, Esq.,

Sir,—In answer to your letter I beg to advise you that Mr. Kerswill, Town Treasurer, at that time, credited Mr. J. W. Moyes with TWENTY-FIVE DOLLARS on his Tax Bill, for his Lots on Albertus Avenue, on March 7th, 1895; and I expect this is the date on the Collector's Roll. The Treasurer was authorized to do so by a recommendation in the Finance Committee's Report, and adopted by the Council, on January 16th, 1895.

Mr. Moyes asked for a refund of said amount paid by him at the time of Incorporation, on May 15, 1894,

Yours truly,

(Signed), W. J. DOUGLAS,
Town Clerk.

The above information furnished your readers, Mr. Editor, in reference to "Barney Boru's" statement about the "Incorporation" business, and an allusion to the "Contract not going through" is satisfactorily (I am sure) disposed of in the portion of my letter which refers to the contemplated purchase by me of Mr. Anderson's Metropolitan Railway Stock, and the publication of the copies of the above letters.

As I have not yet finished my "Revelations," I will favor your readers next week with further particulars on the VEXED QUESTION that has been under consideration for the past few weeks.

A. H. ST. GERMAIN.

North Toronto, 1897.

Additional Facts

IN CONNECTION WITH THE ST. GERMAIN REVELATIONS.

Arrangements are being made to have a Commission Appointed to investigate the whole Matter from Beginning to End.—In connection with these Proceedings An Expert Auditor is to be engaged to Sift the Financial Affairs of two or three of our former York County Councils. And, in the meantime, Correspondence has been passing between the Minister of Justice, at Ottawa, and Mr. St. Germain, to ascertain the relief the House of Commons can render in restoring to North Toronto the Fifteen Years' Additional Franchise, illegally, and, under the circumstances, cruelly given to the Metropolitan Railway Company, last November, by the then expiring York County Council!

LETTER NO. 8.

To the Editor of THE LEADER AND RECORDER.

MY DEAR SIR,—It can scarcely be credited that a Town, with a population the size of North Toronto—(with a territory two miles and three-quarters in length by six thousand feet in breadth)—and whose citizens are possessed of average intelligence, could have been wilfully and heartlessly wronged by a County Council and a Railway Committee of the Ontario Legislature, as it has been.

Immediately after the palpable Injustice complained of was brought upon our young and helpless Town, by the Official Bodies above referred to, and the news was spread through the Town, as to what had been done, the Residents and Non-Resident Property Owners rose, as one man, to express their opinions about the wrongs just inflicted upon them, and they forthwith requested their Mayor and Corporation to obtain Legal Advice from a first-class Lawyer, and if his Opinion should be favourable to the Town commencing Proceedings, why then have the Town Solicitors enter a Suit in Court without further delay, and prosecute the case to the bitter end. Mr. John Fisher (at the time being Mayor) concluded to consult Christopher Robinson, Esq., Q.C., which he did, and Mr. Robinson thought that it would be decidedly advisable to obtain the opinion of a Court as to the validity of the County's then recent By-Law, and their Agreement with the Metropolitan Railway Company, which he discovered clearly and unmistakably intimated a doubt as to their having had the power to give to the Company what it had been greedily —and regardless of the rights of others —clamoring for. Indeed the County Council had been warned by their own Solicitor that the act they were about committing was not legal, as both he and his uncle, Christopher Robinson, knew perfectly well that as the County Council had abandoned Yonge Street to the different Municipalities through which it runs, they had no jurisdiction in the matter. Consequently, their Solicitor in his wisdom, and with a hint, doubtless, received from his uncle—(the same gentleman Ex-Mayor Fisher had obtained the Opinion for the Town from,) a protecting clause was inserted in the County Council's By-Law and the Agreement with the Metropolitan Railway Company, which, Mr. Editor, your readers will remember reads as follows:

"*That in case it should be held by*
"*any Court of Competent Jurisdiction*
"*that this Corporation has not the*
"*power to grant such extension, then*
"*the said Company shall have no*
"*claim against the County, but the*
"*same shall be construed and accept-*
"*ed as conferring on them such privil-*
"*eges and powers as this Corporation*
"*has power to grant!*"

After receiving so favorable an Opinion from Mr. Robinson the North Toronto Council felt encouraged, and they instructed their Solicitor, (Messrs. Bull and Werrett) to enter a Suit in Court, and the case wriggled along up to the meeting of Parliament last Spring; and in the meantime, the Metropolitan Railway Company had their Bill prepared for presentation to the Railway Committee of the House, with the objectionable fifteen years' additional Franchise Clause included in it. And, while the North Toronto Council's Committee were present to protest against the franchise clause in the M.R.C.'s Bill being confirmed by the House Committee,

they were treated with scant courtesy. And, I cannot just here refrain from repeating what Premier Hardy said when he was waited upon a few weeks ago, by a Committee of the North Toronto Council, to get relief or redress from the wrong his Railway Committee have done us. Mr. Hardy bluntly and rather snappishly told our Committee that they and their advocates were napping while they were before the House Committee, and that if they had been half awake, and had done the kind of lobbying their opponents did they would not now be mourning over their lost opportunities!! This is a sad commentary on the way business is rushed through the Local Legislature and an admission on the part of Mr. Hardy that good and smart lobbying usually carries the day!!! Another startling fact that should be more publicly exposed than I can do in but one newspaper is that the Committee of the Local Legislature who did their business so acceptably to the Metropolitan Railway Company, number *sixty-eight* members, and extraordinary to relate, only *four* of that Committee were deputed to hear the arguments—pro and con,—and, when the Town's Solicitor, Mr. Werrett, rose to address the Committee, the Chairman, Mr. Dryden, in an abrupt and commanding manner, ordered the speaker to be very brief as they did not want to have time wasted over the matter. Then came still another surprise, namely—when the vote was to be taken the *four* members of the Committee (who had been officiating in this questionable kind of business of professedly doing the work of the other *sixty-four* members, who had been elsewhere while the Bill was under discussion, and the two sides being heard) called the other *sixty-four* members into the Committee Room—(and, as I remarked in one of my former letters)—"to go it blind," or else that they had everything cut and dried for them beforehand, which at the time was firmly believed to have been the case, as it was pretty well understood the day before the vote was taken that the majority of the Committee were "fixed," and that the "Metropolitan" would be in luck again. What a bare-faced shame, is legislation of this nature. Trifling with the sacred rights of their fellow citizens in this kind of a slipshod manner is reprehensible and deserving of condign punishment.

No more striking example could have been furnished of the way the people are bamboozled, and our hard-earned money gobbled up in taxes to defray the extravagant expenses of our Provincial Legislature, whose M.P.P.'s assemble once a year, with great Ceremony and Pomp; and, with undue haste, rush through the business before them, and in six or seven weeks run home with six hundred dollars tucked down into their pockets for discharging duties that are not always acceptable to their constituents. The conduct of the Railway Committee of last Session of our Local Legislature, in the matter of confirming the Franchise Clause in the Metropolitan Railway Bill is looked upon as an outrageous act on the part of a Committee of *sixty-eight* members, who performed—or rather neglected—their duties towards their fellow-men, and brought a great injustice and hardship upon a young and struggling Municipality, whose highway on Yonge Street—three and a half miles from the Northern limits of our Town—to the terminus of Toronto's Street Car Service is AT PRESENT locked up for THIRTY-FOUR years, by the action of last year's County Council and that careless and inconsiderate Railway Committee of the Provincial Legislature, so frequently referred to and condemned. After the Commission—about to be appointed—have finished their labors, and the Expert Auditor has sifted the financial condition of two or three York County Councils, and the Minister of Justice at Ottawa has examined all the crooked ways of lobbyists, tricksters, and subsidized newspapers that will be brought under his consideration, he will instruct the House of Commons to restore to us the FIFTEEN YEARS' FRANCHISE we were robbed of last November, by that defunct County Council, and Mr. Dryden's celebrated Railway Committee. Not the least astounding revelations will be forthcoming about the mysterious influences that controlled our own Town Council, and made the Mayor unusually active in stirring up the Town Solicitors to furnish to the Council a detailed statement, in a great hurry, of what had been done, without particularizing *what had not been done* THAT OUGHT TO HAVE BEEN DONE, and thereby saved the credit of

our poor, sold Town, and the reputation of a few of our Councillors, who were hoodwinked into abandoning their Law Suit, and even allowed themselves to be considered the mediums through whom the *York Gazette* and *Toronto World* were inspired to announce (without the authority of the Council) that—"the "North Toronto Council has abandoned "the Law Suit against the Metropolitan "Railway Company." This squib was sent forth from the M.R.C. Power House, where the Mayor and Reeve were politely requested to father it. These gentlemen's former frequent visits to *that* Power House created the impression that they were hypnotized by the skillful Professor of the Occult Science, whose Professional Office is divided off from the Manager's quarters.

Suffice it to say that our Town Council made a grave mistake in being goaded on, and hustled into such a red-hot heat to give up their Law Suit on their own responsibility, without consulting the people who placed them where they are. They should have taken their Constituents into their confidence and been guided by them, before taking the hasty step they did, which will now necessitate the bringing to light all dark transactions that have been at the foundation of many of our troubles with the Metropolitan Railway Company.

I trust that I will be able to divulge all the facts in my possession, through the *Leader and Recorder*, about this "VEXED" question before the Commission commences its sittings, so that they will have additional evidence laid before them.

I will, Mr. Editor, furnish your readers in the next issue of your paper, with further particulars of the Doings of the Metropolitan Railway Company, etc., etc., etc.

A. H. ST. GERMAIN.

North Toronto, 1897.

THE CLOSING CHAPTER

Of the Series of St. Germain's Revelations.

Its a Long Lane that has no Turning—Vigorous Closing Letter of the Sturdy Champion of the People's Rights.—Startling Exposures Promised when the Commission Commences its Investigations.

LETTER NO. 9.

To the Editor of THE LEADER AND RECORDER.

MY DEAR SIR,—In consequence of you opening your columns to allow "Barney Boru," to smuggle a Communication upon you, without daring to sign his own name to it, and making statements therein that were untruthful, I found it necessary, in your *Leader and Recorder* of the 15th inst., to dispose of two of his fabrications, namely:—the TWENTY-FIVE DOLLARS matter, and the HALF INTEREST in that Contract to extend the Metropolitan Railway from Richmond Hill to Newmarket, and his insinuations therewith expressed by him, which I will now, Mr. Editor, in your present issue, give your readers a brief account of the trick Mr. Moyes played on me, in so far as the following correspondence will meet the case. The whole transaction I refer to is more fully described, in my first letter, under the heading:—"A Revelation of affairs in the Town of North Toronto." Mr. Moyes approaching me, and also taking up the time of Z. A. Lash, Esq., Q.C., (of the firm of Blake, Lash and Cassels), reading to him a list of the various materials required in the Construction of the Extension of the Road from Richmond Hill to Newmarket, is now believed by more than me to have been a cleverly concocted scheme on his part to get me muzzled, and keep me from taking part in the discussions that were just commencing to take place, in reference to the Law Suit that was supposed to have been entered in Court by the Town of North Toronto,—and possibly to have my pen impounded so that there would be no one to publicly expose the wrong-doings of the M.R.C., and the questionable conduct of last year's York County Council, and the reckless action of the Railway Committee of the Local Legislature, in confirming what the County Council had illegally done. It would have shown wisdom on the part of Mr. Moyes had he refrained from referring to him and me, in his "Barney Boru" letter, in connection with that Contract, when he knows so well that it was both a deception and a muzzle he had been indulging in; and, he playing off his pranks on me he will soon find out—(if he has not already realized the fact)—that he has injured himself, and brought down about his own ears, and the Company he represents, a hornet's nest. Here commences the correspondence instigated by Mr. Moyes, which will afford ample proof of the insincerity of Mr. Moyes, and the wrong he has done a friend, who has on more than one occasion been ready and willing to serve him to the extent of at least NINE THOUSAND DOLLARS at one snap. It ill becomes Mr. Moyes, in that *bad* Irish, in his letter referred to, to point out my ungenerous nature, and lack of philanthrophy in this neighborhood,—for it was in this very locality that I have assisted others, and stood ready, and was perfectly willing to lend Mr. John W. Moyes the NINE THOUSAND DOLLARS—just above named—long prior to that imaginery Railway Contract that he invited me, on the 19th of April last, to join him in:—

(Copy.)

Blake, Lash & Cassels,
Barristers, Solicitors, &c.,
Toronto, Apr. 19, '97.

DEAR MR. ST. GERMAIN,—

I intended going out to see you, on a business matter, to-morrow afternoon, on the 2.40 M.R.C. car—unless you are coming down to the City in the morning. If you are not coming down will you please make it convenient to be home about three o'clock. If, however, you are down in the City in the morning, will you please call at the office. Faithfully your's,

(Signed) JAMES S. LOVELL.

As I had a business engagement in the City on the day that Mr. Lovell wanted to see me, namely—April 20, 1897—I called (as requested in the above letter), at the Office of Blake, Lash and Cassels, and asked the Business Manager (Mr. Lovell) what was the nature

of the business he wanted to see me about. He thereupon informed me that Mr. Moyes, the Manager of the Metropolitan Railway, had called at their office the day before, and, after explaining to him fully the transaction he was about entering into, he enquired if the firm had any client or clients who might be willing to join him in a Contract for the Extension of the Metropolitan Railway from Richmond Hill to Newmarket, as his Tender had been accepted. The manager of the firm, Mr. Lovell, informed me that he told Mr. Moyes that he knew no one more likely to assist him in his project than I would be, as I was anxious to enable the "Metropolitan" to make a reduction in fares. Mr. Moyes there and then urgently requested Mr. Lovell to see me. While in conversation with Mr. Lovell on the subject that he had brought me to the Blake firm's office to talk about, I emphatically refused to have anything whatever to do with joining Mr. Moyes in his enterprise, for reasons I named. The *four* principal reasons I brought forward to convince Mr. Lovell that I should not enter into a partnership with any one in a Contract of so important and extensive a nature was because, in the first place—*I know absolutely nothing about railroad building*; in the second place—I had promised to go off on a holiday trip, forthwith, for two months; and a third—and I thought a very reasonable objection I raised as a bar to my taking any responsibility or care on my shoulders, was the comfortable circumstances I am credited with being placed in—and my advanced age; finally, I told Mr. Lovell as a fourth and last reason why I ought positively to decline having any connection with the Metropolitan Railway Company was—on account of the position I have always taken, both with my pen, and in public discussions in deprecating the persistent course the Company had taken in extorting the two fares—SEVEN CENTS in all—for an insignificant ride of three miles and a half—as compared with the long distances you are carried on other Electric Roads (and they within our own County) for one fare—and then only a charge of TWO AND A HALF CENTS—THREE AND A HALF CENTS—and the *highest* TEN FOUR CENTS, between the hours of nine in the forenoon, and five o'clock in the afternoon, and before *nine* in the morning, and from five in the afternoon until half-past six in the evening—a charge of only TWENTY-FIVE CENTS for eight tickets. After assuring Mr. Lovell that for the last reason alone I could not consistently join hands with the management of the M.R.C. in the proposed Contract, and that I would therefore, bid him good-day.

The next evening (April 20, 1897), to my astonishment, Mr. Lovell, accompanied by Mr. Jno. W. Moyes, arrived at my residence. The first named gentleman then told me that Mr. Moyes had pressed him to call to see me again to try and persuade me to become an equal partner with Mr. Moyes in the Contract to complete the Metropolitan Railway from Richmond Hill to Newmarket, and that Mr. Moyes had accompanied him to explain to me all about the matter, if I would be kind enough to listen to him. In reply I told Mr. Moyes I was surprised that he should take the trouble to come to see me on the same business when I told Mr. Lovell, the day before, *that I would not enter into any business engagement whatever at that time*, as we were just about leaving home to be absent a couple of months. Mr. Moyes begged me to listen to what he had to say, and then to allow him to read to me the items off three or four sheets of tissue paper—post size—purporting to be the Materials that would go to make up the entire Plant necessary to complete the Works in connection with the Contract to build the extension of the Metropolitan Railway from Richmond Hill to Newmarket. Every possible means and arguments were used both by Mr. Moyes and Mr. Lovell to induce me, there and then, to reconsider the matter of embarking in the undertaking, conjointly with Mr. Moyes. Suffice it to say, after being kept out of bed by the two gentlemen, until one o'clock on the morning of the 21st April, 1897, (and a special Electric Car arriving at my gate for them), they had succeeded in persuading me to take a half interest in the Contract above referred to, on the following conditions:—

Mr. Lovell and I were given to understand by Mr. Moyes that the Estimates were all made out for the Materials and Plant, and that the Work of Construction was to be commenced at once, and the extension of the line to Newmarket was to be finished and

handed over to the Company by Dominion Day—1st of July, 1897! In the meantime Mr. Moyes was to accompany Mr. Lovell to Z. A. Lash, Esq., Q.C., of the firm of Blake, Lash and Cassels, Solicitors, in my behalf, and to explain to him all that he had already explained to Mr. Lovell and me, at my house. And then after Mr. Lash had safe-guarded me, in every possible way, as a partner in the Contract, I was then to be promptly on hand to put up the first TWENTY-FIVE THOUSAND DOLLARS to begin the Work. Witnout a day's delay I made arrangements to have the funds at my command to use when wanted.

Before leaving my house, on the morning of the 21st of April last, Mr. Lovell and I requested Moyes to commit to paper the substance of the terms of the Verbal Agreement we had just entered into. Although this request was made just as the two gents were leaving my residence at half-past one o'clock on the morning of the 21st of April last, Mr. Moyes on two very large pages of paper wrote full particulars of the whole business transaction that had been entered into between he and I, in the presence of Mr. Lovell as witness, and had the same delivered by one of his Conductors, at my house the same morning (April 21, 1897), by 8 o'clock. The following is a true copy of the letter as far as it reads, and what is left out of it is the "sum of the Tender," naming what it amounts to, and the terms of payment to be made to me, as the Works proceeded, after my first advance of $35,000, would be made, &c., &c. :—

(Copy.)

Metropolitan Railway Company,

Deer Park, Apr. 21, '97.

A. H. ST. GERMAIN, ESQ.,

Bedford Park.

Dear Sir,—Being in a position to have my Tender—for the Construction of the Railway from Richmond Hill to Newmarket—accepted, I beg to make you the following Offer and Statement in connection therewith: * * * * * Should there be any further details desired, I will be pleased to wait on you by appointment. Your's, Truly,

(Signed) JNO. W. MOYES.

Now, could you credit it, Mr. Editor, that from the time the above letter was written, up to Friday, June 3, 1897, I did not receive a letter or hear, through Mr. Lovell, from Mr. Moyes, as was agreed upon I should promptly, after our Agreement was partly made, on the evening of the 20th, and completed in the early morning of the 21st of April, 1897. I was so perfectly amazed at the diabolical conduct of a man professing to be a gentleman to put Mr. Lovell, Mr. Lash and I, to all the trouble, loss of time, and expense, simply to humbug and muzzle me, that I concluded, on the 1st of June last, that I would write an exposure of this man's (Moyes') mean and contemptible treatment of me, who had been willing to serve him in a kind of way that he would not have readily got another person to do.

When the North Toronto *Leader and Recorder*, Toronto Junction *Tribune*, and last but not least the Toronto *Daily Globe* published my first letter, which appeared in the *Leader and Recorder*, on the 3rd of June last, prior to its appearing in the other papers, this man Moyes approached me (the day after the *Leader and Recorder* appeared), for the first time since on the 20th of April last, he pretended to have made a solemn Agreement with me, of the character above described, and he commenced in a sycophantic, rambling way to inquire why I could be so cruel as to make public what we both ought to have considered a private business transaction. In a whining and deceitful tone of voice he complained of me having sent one of the Newspapers containing my letter to the Manager of a Bank, who had that very day confronted him with my letter, and wanted to know of him what he had been up to. I denied having sent the paper to any Bank Manager. The Manager of the Bank referred to takes the *Leader and Recorder*, as do nearly all the Bank Managers in Toronto. We parted company after the fashion of this man, whose vindictiveness is not circumscribed by metes and bounds. And as the introduction of this Contract scheme of the "indefatigable Manager" of the M.R.C. proved to be only a "fizzle and a muzzle," I reported, at the time, the result of the collapse to Z. A. Lash, Esq., and to Mr. J. S. Lovell, two letters of which the following are copies. The items of costs and damages, in this case, will be hereafter considered.

(Copy)

Bedford Park, Co. of York, Ont.
June 6, 1897.

Z. A. Lash, Esq., (of the firm of Blake, Lash & Cassels,)

Dear Sir,—As you will notice, by the enclosed clippings, I have become convinced that Mr. Jno. W. Moyes must have approached me on that Metropolitan Railway Contract matter, for the extension of their Road from Richmond Hill to Newmarket, for some other reason, surely, than to have me engaged with him in a Contract for work that he informed your Mr. Lovell and me had to be commenced forthwith, and entirely completed by the first of July next—(Dominion Day.) As a reason for me coming to the above conclusion Mr. Moyes has neither written to me nor spoken to me, in reference to the Undertaking that I had consented to join him as a partner in, since the 23rd of April last, until after the publication of my letter, which appeared in the *Leader and Recorder* of this week (June 4th.)

When I saw Mr. Lovell last (which was about four or five weeks after he had introduced Mr. Moyes to you upon this subject), he told me that neither had he seen Mr. Moyes nor heard from him about how he was getting along with that Contract. Mr. Lovell was at that time under the impression that your statement to Mr. Moyes about the way in which it would be necessary to have me safe-guarded with the Bank, and other conditions you named, had interposed an obstacle in enabling Mr. Moyes readily making his arrangements with some Bank.

In parting with Mr. Lovell he promised me that should he have any further communication with Mr. Moyes about the affair he would promptly write me. Up to the present time I have received no word from him.

Mr. Moyes, in the meantime, having read my letter (published in the *Leader and Recorder* of 4th of June last, and which I inclose to you), he at last bestirred himself to see me, and told me that he was quite surprised that I had made public what he had considered a confidential business matter. I briefly replied that I looked upon the whole transaction as a myth; and that from all the circumstances surrounding the negotiations between us, it seemed to me very much like a cunningly devised scheme to muzzle me,—at a time, too, when my subscriptions and services were required to assist my fellow-citizens in North Toronto in prosecuting their Law Proceedings against the Metropolitan Railway Company, who were making herculean efforts to have a Fifteen Years' additional Franchise over our main thoroughfare—through our Town, without price or cost—and to our detriment and lasting shame—if we did not make a strong effort to resist, and defeat them eventually by Law and Legislation.

My promise to enter upon the Contract, above referred to, (before your Mr. Lovell, as a witness), was *with the express understanding and assurance given to us both that it was certain that we would quickly have a reduction in fare between York Mills Hill and the City!*

Mr. Moyes and I parted company, after my final say to him, without recourse to sword or pistol. I remain,

Yours, respectfully,

(Signed), A. H. St. Germain.

(Copy.)

Bedford Park, Co. of York, Ont.
June 7, 1897.

J. S. Lovell, Esq., (with Blake, Lash and Cassels.)

Dear Sir,—The inclosed is a copy of a letter that I posted to Mr. Lash this morning; and, as I wish you to know the contents of it I take this means of enabling you to know what I have written.

It was only two days prior to the publication of the "Leader and Recorder," of last week, that I wrote this letter, (which appeared in it), divulging the business transaction I entered into, in your presence, with Mr. Jno. W. Moyes, on the 20th of April last. From the date just mentioned, up to last Tuesday, (June 1st), so far as I know, Charles D. Warren, Esq., Z. A. Lash, Esq., and yourself were the only persons cognizant of the agreement arranged between Mr. Moyes and myself, in your presence.

As you will remember, when I saw you last, some two weeks ago, I told you that I had been investigating the matter as to the probability of the North Toronto Council going on with the Law Suit to prevent the Metropolitan Railway Company from having an addition-

al Fifteen Years' Franchise over Yonge Street through our town. Since then the North Toronto Council have abandoned the Law Suit, they having found out—extraordinary to tell—that their Solicitors had never entered the Suit in Court.

Not having heard from you since I saw you last in the City, I wrote to you a few days ago inclosing envelope addressed and stamped, but no reply has, as yet, come to hand.

Your's, Sincerely,

(Signed), A. H. St. Germain.

A few days prior to the publication of my first letter, exposing the "Manager's" duplicity about the "Contract," I sent a letter to Mr. Lovell, and asked him if he had heard anything from Mr. Hayes, but no prompt reply came to hand. In about two or three weeks after I wrote to Mr. Lovell, I received the following brief reply, in which he neither refers to the "Manager" nor the "Contract":—

(Copy.)

Office of Blake, Lash & Cassels,
Barristers, Solicitors, &c.
Toronto, June 9, 1897.

My Dear Mr. St. Germain,—I duly received your favour of the 7th inst., and also your former Communication. I regret that I did not write you before.

* * * [The brief balance of this letter was on a private subject.]

Your's, Faithfully,

James S. Lovell.

I have, Mr. Editor, brought my series of letters for the present to a close. When the Commission is appointed, I will bring all the facts in my possession before it, as evidence, which I have deemed prudent, in the meantime, not to make public the damaging information that is now ready to use whenever required—as it will be before long,—and, to the prejudice too, of lobbyists, County Councillors, and Ontario Legislators.

A. H. St. Germain.

North Toronto, 1897.

Individual Expressions of Opinions

"That's you,—give it to them. They deserve all you can give them."—Elijah Armstrong, North Toronto Councillor.

"Yes, I can assure you I have read your letter (the first one) through and through. Very good indeed."—Wm. J. Hill, Reeve of York Township.

"I have been, Mr. St. Germain, very much pleased with your letters, thus far. I am interested in them, and I wish you success with the laudable object you have in view."—J. W. St. John, M.P.P., for West York.

During the past few weeks Mr. St. Germain has been complimented by the following gentlemen, in reference to his letters that have been appearing in The Leader and Recorder, the Toronto Globe, and the local papers:—

"I have read all your letters—so far as they have appeared. I appreciate your endeavors in behalf of North Toronto, and against that Monopoly—the Metropolitan Railway."—J. S. Stibbard, North Toronto Councillor.

"I notice that you are furnishing considerable information about the doings of the York County Council and the Metropolitan Railway. I hope that your good work may be crowned with success."—Mrs. Wm. Baldwin, Deer Park.

"I have read your "Revelations" in regard to the Metropolitan Street Railway. You make a clear case against that Company of Monopolists. I hope you may succeed in your investigations into the crooked ways, and wrong doings of your County Council and Railway. I am an interested party in North Toronto."—T. Goodman, Columbus, Ontario.

"I have, Mr. St. Germain, expressed my astonishment, more than once, to Mr. Warren, on account of his keeping up the two fares, within the Town, and the run only three and a half miles. I told him that if it were only in his own interests it would be well to reduce the fares, for his large real estate undertakings would, undoubtedly, get a "move on," as an inevitable result."—Reeve Lawson, of the North Toronto Council.

"I am in receipt of a local paper, dated at North Toronto, containing interesting letters from your bold and facile pen. You evidently possess the courage of your convictions, and men of that character are the need of a nation, as well as a community. More power to your arm, and years to your span!"—FRED. H. S. AMES, M.D., Highlands, State of Colorado, U.S.

"I see by the papers, Mr. St. Germain, that you are giving the Railway Company that runs out your way a piece of your mind. I suppose your opinion is shared in by your fellow-citizens. The Company I represent have been interested in property in North Toronto; therefore I hope your strictures may promote our interests. Success to you."— WALTER S. LEE, Manager of the Western Loan and Savings' Company.

"I have read all your letters carefully, and I must say frankly that I am very much pleased indeed, with them. You have handled the Metropolitan Railway Company as they deserved. I hope that you will continue your Crusade on the same lines, for it is time that the public be made acquainted with the high handed doings of this peculiar Railway Corporation. Accept my thanks for your praiseworthy efforts in the people's behalf."—J. PEARL, North Toronto Councillor.

"Oh, Mr. St. Germain, I want you to understand that—as a large property holder in North Toronto—you have my hearty thanks for what you are doing in behalf of our down-trodden Town. Where is there a Municipality in our broad Dominion that has been wronged by a County Council and a Railway Company as our Town has been? May your shadow never grow less for the arduous task you have taken in hand for your neighbors, as well as the Non-Resident Property Owners."— JESSE HARRIS, proprietor of the farm opposite Glen Grove, Eglinton.

"I receive regularly the Leader and Recorder from the Office of Publication, and I have read with deep interest your "scorchers" on last year's County Council and your Daisy Street Railway, that is certainly the Champion in so far as charging *three* fares is concerned, for an insignificant ride from old "Hogg's Hollow" to Toronto's Northern limits—a distance, if I remember correctly, of three miles and three-quarters. I notice by one of your letters that if you take a City Car a fourth fare is exacted. How monotonous!"—J. A. TIMMERMAN, Ex-Postmaster, Odessa, Ont.

"I am entirely in accord with what you have written. I am only sorry, Mr. St. Germain, that your letters were not written before last Session of the Legislature, to have assisted in preventing that iniquitous Franchise Clause in the Metropolitan Railway Bill from being confirmed by the Committee of the House of Assembly. Your services in the cause of Right, and exposure of the Wrongs inflicted on our pleasantly situated suburb by last years' York County Council, and their pet Street Car Company,—I can assure you are duly appreciated by your fellow citizens."—GEORGE MOORE, Victoria Avenue, Eglinton.

"I am very sorry, Mr. St. Germain, that I did not accede to the wishes expressed in that flattering Requisition presented to me, and remain in the Mayor's Chair, to see North Toronto righted. But, the way it was, I had made a promise to Mr. Davis that I would resign. I have given Mr. Davis my opinion, since things have gone wrong, about that Law Suit, which the North Toronto Council requested me to instruct their Solicitors to enter against that fifteen years' additional franchise last year's York County Council gave away, illegally, I consider, to the Metropolitan Railway. I think your letters will have a tendency to stir up matters."—EX-MAYOR FISHER.

"I am decidedly favorable to the course you have taken, during the past few weeks, in publishing in The Leader and Recorder, the Globe, and the other local papers that have kindly opened their columns in behalf of North Toronto. Your writings are deservedly appreciated, I am perfectly sure, by every North Toronto property owner, whose interests have been so long blighted by that unreasonable and badly managed Metropolitan Railway Company—more particularly in the matter of fares on their Road. The absurd rates they have been exacting from the citizens of North Toronto disgusted their best friends, and made

their Street Cars a scandal."—W. G. Ellis, of the firm of P. W. Ellis & Co., Manufacturers and Wholesale Jewellers.

PARAGOULD,
State of Arkansas, U.S.
July 6, 1897.

My Dear Mr. St. Germain,—

In consequence of me being interested in North Toronto, I receive the *Leader and Recorder* of that Town. In it I notice your Big Fight about the Metropolitan Railway Company having obtained, through the illegal action of the York County Council a Committee of the Ontario Legislature, an additional Fifteen years' Franchise, through questionable means. As an interested party, Mr. St. Germain, I highly appreciate the efforts you have put forth in defending North Toronto, and exposing in your letters to the Press the bare-faced and reckless conduct and deception. Railway Corporations are always buying up the Council-men, and getting Valuable Franchises at the expense of the tax-payers.

Yours, sincerely, W. H. WYCOTT.

A letter has been received from New York from the principal of a well-known business firm in reference to Mr. St. Germain's laudable efforts in behalf of North Toronto. It is as follows: "I am in receipt of The Leader and Recorder, in each number of which I have read with considerable interest Mr. "St. Germain's Revelations" about the doings of the York County Council and the Metropolitan Railway Gobbler. As a native Canadian, and having friends living in North Toronto, in whom I am interested, I feel all the more at liberty to express my opinion in connection with the subject under consideration. It is terrible how the Monopolistic Octopus is spreading its death dealing tentacles everywhere, and how seemingly powerless the masses are to free themselves. I think Mr. St. Germain has a good hold of the Monster, and that his harpoon of justice has pierced its ugly hide, and the hope of public recognition was sufficiently strong. Now, all that is needed is a few tried and trusty comrades to bind and execute the beast. There is a similar fight on in New York, and I send some documents about it. Wishing Mr. St. Germain success in downing the beast, I remain, Your's, A. L. [illegible], No. 11 West 34th Street, New York City, July 22, 1897.

OPINIONS OF THE PRESS

Relative to the St. Germain Revelations.

In the case of the Metropolitan Railway up Yonge street, the ratepayers of North Toronto feel very much aggrieved and apparently they have ample reason for the feeling. The letters of Mr. A. H. St. Germain, published in local papers, have revived interest in the Metropolitan question. The personality of the writer of these letters, which have been styled by some people "The Revelations of St. Germain," adds to their force, for Mr. St. Germain is not only a venerable gentleman whose long and successful business experience makes his opinions worthy of consideration, but he is also deeply interested in the subject upon which he writes as an extensive ratepayer in the district affected by the Metropolitan Railway. The care and thought he must have given to his subject is evidenced by the manner in which he deals with the minutest details of the various transactions upon which he has turned the searchlight in the course of his "revelations." When a man at Mr. St. Germain's time of life evinces such interest in a public matter and deals so fully with it in newspaper articles over his own name, well knowing the responsibility he thus assumes, it is quite clear that he conscientiously feels that the public interest demands the publication of such "revelations." Will good result from "The Revelations of St. Germain?" Yes. Although he is dealing with things that are past beyond recall, a good deal like one may cry over spilt milk, he is teaching the public an object lesson which may make municipal councils more careful in giving franchises in future and perchance preserve the heritage of some future generation of ratepayers. The "revelations" may also arouse the councillors of the present to the necessity of eternal vigilance in seeing that what few rights are left to the ratepayers under the Metropolitan deal are protected.—Toronto Junction Tribune.

We have invited Mr. St. Germain to turn on the searchlight of truth in these columns to the fullest extent pos-

sible, because we believe that gentleman is not only fully capable of carrying out the task he has undertaken to perform, but that he is a truthful and honorable gentleman, who would not stoop to do anything merely to gratify personal prejudice. In connection with the "St. Germain Revelations" The Leader and Recorder has no interests to serve save those of the people of North Toronto. It is the organ of no individual or body of men, and, consequently it has no axes to grind.—Leader and Recorder.

Mr. A. H. St. Germain's second letter in this week's issue, relative to North Toronto matters will be read with interest. The Leader and Recorder, which is always to be found on the side of the people, has invited Mr. St. Germain to turn on the searchlight of truth to the fullest extent possible. In future issues the editor will discuss these matters at greater length, and endeavor to place the responsibility where it properly belongs. The North Toronto—York Township—Toronto "combination" of tricksters and wire-pullers have about reached the end of their tether.—*Ib.*

One of the wealthiest, and most independent, as well as one of the best of the town of North Toronto's citizens is Mr. A. H. St. Germain. Mr. St. Germain's high personal character and unimpeachable integrity give force to anything he has to say on public questions, and we therefore recommend our readers to carefully peruse the astonishing "revelation" he makes in his letter to The Leader and Recorder, which will be found on page 1 of this issue. The light thrown upon various matters connected with the extension of the franchise to the Metropolitan Street Railway is so startling as to warrant the appointment of a commission to investigate the whole matter from beginning to end. It is high time to ascertain through whose instrumentality North Toronto has been hocus-pocussed in the matter, and to place the responsibility where it rightly belongs.—*Ib.*

Now that Mr. St. Germain has taken up his pen in behalf of the people of North Toronto, The Leader and Recorder invites him to continue in the good work and not only pledges itself to render him every support in its power but it will freely and voluntarily give him all the space he requires in turning the searchlight of truth upon the persons directly (or indirectly) responsible for the shameful condition of affairs with which the citizens of Toronto's northern suburb find themselves confronted at the present time. Let the light shine, Mr. St. Germain—the stronger the better.—*Ib.*

The "St. Germain Revelations" are becoming more and more interesting. This week's letter continues the scathing exposure of the doings of the "artful dodger" of the Metropolitan Street Railway in connection with the affairs of North Toronto. The demand for extra copies of The Leader and Recorder containing Mr. St. Germain's letter has been so great that we are convinced that the people are intensely interested in his scathing "Revelations."—*Ib.*

The St. Germain revelations have been creating quite a stir in North Toronto and its environs. It is quite well understood that a gentleman of Mr. St. Germain's years and standing has no axes to grind in the matter no more than has The Leader and Recorder. "Barney Boru's" letter, or, rather his so-called "Rivelashuns," are disposed of this week in short order by Mr. St. Germain, who gives the true history of that twenty-five dollars, and backs it up with official proof in the person of the Clerk and Treasurer of North Toronto. What more is wanted to convince our readers of the righteousness of the cause so ably espoused and so nobly championed by Mr. A. H. St. Germain? As a matter of fact the citizens of North Toronto owe Mr. St. Germain a debt of gratitude which can never be repaid. He has shown them how a valuable franchise was thrown away; and, if we understand him aright, he proposes, before closing his series of letters, to show how that franchise may be regained.—*Ib.*

Mr. A. H. St. Germain's ninth and last of the series of letters which have appeared in The Leader and Recorder during the past nine weeks is published in this issue. Whatever may be said of this letters, in the way of adverse criticism, it cannot be urged that the writer

able writer had any other interests to serve save those of the public good. A gentleman who has reached his three score and ten years, and who possesses independent means, leaving nothing further, in fact, to be desired on that score—cannot be accused of having selfish ends to serve, or of a desire to use the press for ventilating private grievances. Mr. St. Germain's "Reminiscences," we are well aware, have not pleased all of our readers; but they have been written in the interests of people who have been badly treated and for that reason The Leader and Recorder has freely thrown open its columns for their publication. For this we make no apology, as this paper is not run in the interests of any individual, clique, corporation, organization, or ring, and therefore it does not ask or expect favors at their hands. Its clients are the people and to them it looks for that patronage and support it has a right to expect at the hands of those whose battles it fights.—*Ib.*

A COMPLIMENT FROM THE KINGSTON WHIG.—The North Toronto *Leader and Recorder* has been doing for some weeks past yeoman service in behalf of the Municipality from which it is issued. The York County Council's proceeding of giving to the Metropolitan Railway Company an additional franchise of fifteen years is, we notice, being strongly condemned by the citizens of that prettily situated suburb. The Town receives no toll or percentage from the Railway's Receipts, and two separate fares are charged for the ride, three and a half miles on a straight road to Toronto's northern limits, where connection is made with the city car service and passengers are then subjected to a third fare. The North Toronto Corporation will certainly be justified in asking the House of Commons to interfere. We perceive that our old and esteemed friend, Mr. A. H. St. Germain, is a leading spirit in fighting the battle of the people. He is living on the line of the Metropolitan Railway and knows the hardships his neighbors have been suffering from on account of the extortion of two fares exacted by this railway for an insignificant ride of three miles and a half.

In publishing a letter written by Mr. A. H. St. Germain in one of the illustrated pages of the Daily Globe of Saturday, July 3, 1897, in reference to the "Metropolitan's" "Fifteen Year' Franchise Grab, the Editor of the Toronto Daily Globe refers to the communication as follows:—An Extended Franchise" is the heading of an interesting article which appears in to-day's issue of the Globe, written by A. H. St. Germain, of North Toronto."